The HongKong Telegraph.

WEATHER FORECAST. FAIR.

(ESTABLISHED 1881.)

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April 22nd, 1912, Temperature a.m. 72, p.m. 82; Humidity...94, 67.

April 22nd, 1911, Temperature a.m. 74, p.m., 73; Humidity...72, 72.

No. 8767 | 辰七初月三年子壬 | TUESDAY, APRIL 23, 1912. | 二拜禮 號三廿月四英港香 | $36 PER ANNUM SINGLE COPY 10 CENT.

TELEGRAMS.

THE TITANIC DISASTER.

What the Board of Trade Proposes to Do.

WHY MR. ISMAY IS DETAINED IN AMERICA.

[Service to the "Telegraph."]

London, April 22, 11.55 a.m.

Reuter's New York correspondent states that Mr. Ismay says that it is supposed the inquiry is for the purpose of ascertaining how similar disasters may be prevented and not to inquire into his personal conduct though he is willing to tell everything. Throughout the voyage he was a passenger and did not interfere with the navigation of the vessel etc.

MUST HAVE LIFEBOATS.

The accident Mr. Ismay says, has proved the futility of unsinkable vessels. The present legal requirements must be changed. Owner must no longer rely too much upon water-tight compartments and wireless. They must have lifeboats and rafts sufficient for every soul with enough men to handle them.

INJUSTICE TO MR. ISMAY.

Reuter's correspondent at Philadelphia states that Senator William Carter lays emphasis upon the injustice which is being done to Mr. Ismay who was cool and collected throughout and kept a few of the steerage passengers quiet. Mr. Ismay and the officers searched for some minutes, calling out to find if there were any more woman. There were forty women in one boat and only two seamen, consequently the officers asked Mr. Ismay and Senator Carter to go and row. This they did till the Carpathia was sighted. Mr. Ismay rowed continuously and would not look at the sinking Titanic.

RELIEF FUNDS MOUNTING:

London, April 22, 6.15 p.m.
Received, April 23, 9.30 a.m.

The Mansion House fund now reaches to £77,000 and the newspaper funds to £25,500. The total funds are now £145,000.

A requiem service for the Titanic's dead was held in Westminster Cathedral to-day. The Cathedral was crowded.

MR. STEAD'S COMPOSURE.

London, April 22, 11.40 a.m.

The "Star's" New York correspondent states that an American lawyer, named Seward, a table companion of Mr. Stead says that he talked of politics, American and British. He spoke much of the opprobium which had been heaped upon him owing to his opposition to the South African War. He rejoiced that Mr. Lloyd George and he had latterly been vindicated. His last conversation was about the late Cecil Rhodes. He said that at one time he was heir to the empire builder's eight millions, but that he deliberately sacrificed the heritage by opposing the Boer War. Mr. Stead was one of the few on deck when the Titanic struck. He preserved a beautiful composure, and no one knows anything of his end except that he faced death with philosophic resignation.—Reuter.

BOARD OF TRADE PROPOSALS.

Bombay, April 23, 7.30 a.m.
Received, April 23, 12.10 p.m.

In the House of Commons Mr. Sydney Buxton announced that steps were being taken to constitute the strongest possible Court of Enquiry into the loss of the Titanic, which would be specially presided over by a high judicial authority. In the second place, a shipping advisory committee would consider the new situation which had arisen. The matter could not finally be cleared up till the enquiry was concluded, but the questions of routes, speed, wireless, and the use of searchlights could immediately be examined. After receiving reports from these bodies, he would advise the House of Commons whether a national or international commission of enquiry was necessary. The Board of Trade had convened a conference of representatives of British shipping companies to obtain a prompt exchange of views as to what measures the companies themselves contemplated pending a revision of the statutory rules.

TELEGRAMS.

THE TITANIC DISASTER.

SO NEAR AND—!

[Service to the "Telegraph."]

London, April 22, 5.30 a.m

It appears the Californian was only seventeen miles from the Titanic, but failed to pick up the wireless message.

Shipowners are now hurriedly providing liners with collapsible boats in addition to their existing lifeboats.

WARNING IGNORED.

A steward of the Titanic asserts that he overheard two of the lookout men declaring that they informed the bridge of sighting the iceberg a quarter of an hour before the disaster, but the report was ignored. The steward further says that he swam alongside a raft until somebody died, which made room for him.

SEARCHING FOR BODIES.

The search steamer Mackay Bennet, which left New York on the 17th, has arrived at the scene of the wreck and begun searching for bodies, a number of which had already been picked up by another vessel.

CHARGE DENIED.

A message from Bremen states that the captain of the s.s. Frankfurt has sent a wireless message to his owners denying the testimony given by the Titanic's surviving operator, Bride, before the Senatorial Committee on the 21st. He declares that he responded immediately to the call and reached within 50 to 100 miles of the scene. This is practically borne out by the captain of the s.s. Virginian, which has arrived in Liverpool. He reports that shortly after 5.45 on the morning of the 15th, while he was hastening towards the Titanic, he was in communication with the California, the Carpathia, Frankfurt and Baltic, all of them hurrying to the relief of the Titanic. The Carpathia wirelessed at ten to turn back, as everything was all right.

THE RELIEF FUND.

The Mansion House fund for the relief of the Titanic sufferers now totals £72,000.

AUSTRIAN ACTION.

A report from Vienna states that the Austrian Government is arranging to furnish wireless apparatus and operators for ships upon payment of one hundred pounds sterling a year. A condition is that the shipowners pay the Government three per cent. of any salvage money earned through wireless. Government equipment is optional, but wireless is obligatory upon all Austrian passenger ships plying east of Suez.

TELEGRAMS.

VESSEL ASHORE.

PASSENGERS SAFE.

(Our Own Correspondent.)

Shanghai, April 22, 4.15 p.m.

A wireless message states that the German steamer Sikiang, has taken off the passengers and mails from the Saikio Maru which is not badly damaged.

TROUBLE AT FEZ.

THE CASUALTIES.

[Service to the "Telegraph."]

Bombay, April 23, 7.30 a.m.
Received, April 23, 12.0 p.m.

General Moinier telegraphs that quiet is restored at Fez but the French losses are:—

Officers:—15 killed, 4 wounded.
Men:—40 killed, 70 wounded.

Thirteen civilians were also killed.—Reuter.

MOB'S SAVAGERY.

London, April 22, 2.10 p.m.

A message from Paris states that the total military casualties at Fez were 25 killed and 60 wounded. The papers publish terrible narratives of the savagery of the mob, who were parading the streets carrying horribly mutilated bodies of Europeans on the heads of spears. Unbridled licence prevailed for three days. Jews were particularly singled out and barbarously ill-treated. Many were thrown from the housetops, and girls were violated. Four thousand Jews took refuge in the palace. The French killed 800 of the rioters.

GERMAN NAVY BILL.

BRITAIN DECLINES.

[Service to the "Telegraph."]

London, April 22, 5.30 a.m.

The "Daily News" understands that Germany has offered to withdraw her supplementary Navy Bill and abide by the old law upon certain conditions which the news does not specify, but which Great Britain has declined to accept. Colonial negotiations, on the other hand, are progressing satisfactorily.—Reuter.

OBITUARY.

BRAM STOKER, M.A.

[Service to the "Telegraph."]

London, April 22, 5.30 a.m.

The death is reported of Bram (Abraham) Stoker, M.A., barrister-at-law and a well-known author.

TELEGRAMS.

CHINA IN TRANSITION.

A STATUE TO SUN.

(From Chinese Sources.)

Shanghai April 22.

The inhabitants in Peking are actively engaged in raising subscriptions for the purpose of erecting statues to President Yuan Shih-kai, Vice-president Li Yuan-heng and Dr. Sun Yat-sen.

THE UNPOPULAR TANG.

A vigorous protest has been entered by no less than three Governors-general against the fact that Tang Shao-yi is depending to a great extent on the support of the Jointly Sworn Society in his endeavour to obtain complete control over the Ministry of Communications. The protestants allege that Tang is sacrificing the interests of the Empire to his own advancement.

SHANGHAI'S NEW MILITARY GOVERNOR.

Chan Ki-mee has resigned the military governorship of Shanghai and will proceed in the near future to take up the post of Minister for Labour and Commerce in the new cabinet. The Command of the troops at Shanghai will be transferred to Wong Hing.

AN ASTONISHING ARREST.

On the night of the 21st inst. Commander Lau Fuk-pui attended a banquet held at the Chinese Chamber of Commerce in Shanghai in honour of the Ching Tak-chueh and Nam Tin-wai and on his way back to his residence was arrested by the foreign police and subsequently released on bail. No further particulars are as yet to hand of this mysterious affair, nor has any reason been given for his arrest.—"Shat Po."

ADMINISTRATIVE CHANGES.

Shanghai, April 22.

The Ministry of Communications has been divided into four departments. Leung Kim-cheung has been appointed to supervise marine affairs, Ip Kung-chuk the railways, Chang Chaung-wai the post office and Li Yuan-cham the telegraph department.

SHUM "THE GOOD."

President Yuan has asked Wong Yun-man to take the office of Governor General of Szechuan. Wong has declined the chance and has recommended Shum Chun-hsun as a good man.

VICE-PRESIDENT'S GRANT.

Vice-President Li Yuan Hong has made a grant of Tls. 20,000 for distribution among the sufferers in Kingchow.—Sai Kai Kung Yik Po.

TELEGRAMS.

TRIPOLI WAR.

THE DARDANELLES.

[Service to the "Telegraph."]

London, April, 22, 6.15 p.m.
Received, April 23, 9.30 a.m.

In the House of Commons Mr. E. D. Ackland stated that there was at present no blocade of the Dardanelles. Britain had communicated with Turkey expressing the hope that the straits would soon be opened in view of the injury to shipping. The Government believed that Turkey was fully alive to the importance of the matter.—Reuter.

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, April 22.

News reached Canton yesterday, that Wong Ching-wai had arrived at Hongkong and that he intended to accompany Dr. Sun Yat-sen to Canton. It appears however that while in Hongkong he was approached by delegates from the Provincial Council who strongly advised him to return to Canton and take up office as Governor-General of the province. Wong refused to do so and has since left Hongkong. His whereabouts are unknown.

Welcoming Dr. Sun.

Yesterday the committee appointed to make arrangements for welcoming Dr. Sun held a meeting to elect four representatives to go to Hongkong to meet the distinguished visitor. The Governor-General is having his house decorated for the occasion, over two hundred electric lights being used, together with a large quantity of republican and military ensigns. Quarters for the visitor will be found in the Finance Department which is being profusely decorated.

The Greatest Hero.

Yesterday the reception committee issued a handbill stating that "Dr. Sun Yat-sen, the retired President of the Republic and the greatest hero in Kwantung is now returning to Canton". The public are called upon to decorate their houses in his honour.

Telephone Thefts.

The telephone system in Canton has been greatly disorganised owing to the repeated cases of theft of the wires which have been cut down by thieves and the authoities have issued a warning threatening severe punishment for all who are caught.

Monopoly Wanted.

Chan Tao, a merchant, has submitted an application to the Commissioner for the Promotion of Industries, asking for a monopoly in the supply of electricity and the installation of teleprones in Fatshan. He proposes to supply current for lighting purposes and a company has already be formed with a subscribed capital of $250,000.

Obliging Jim.

Jim Tin-yau the newly elected managing director of the Canton-Hankow Railway declines to accept the post but has promised to discharge the duties temporarily, while a successor is found.

TELEGRAMS.

BRITISH AVIATION.

FLIGHT IN IRELAND.

[Service to the "Telegraph."]

London, April 22, 6.15 p.m.
Received, April 23, 9.30 a.m.

Mr. Corbett Wilson aeroplaned from Fishguard to Enniscorthy in Wexford and landed amid rain and fog.—Reuter.

AIRMAN LOST.

London, April 21.

London, April 22, 1.55 p.m.

An Irish aviator named Allen, who was flying from Holyhead to Dublin, has disappeared, and no trace of him can be found.—Reuter.

SOLDIERS' LEGACIES.

Balances Due to Next-of-Kin.

In pursuance of "The Regimental Debts Act, 1893," notice is hereby given that there is available, for distribution amongst the Next-of-Kin or others entitled, the sum of money set opposite to the name of each of the deceased Officers and Soldiers named in the lists which are published with this notice in the "London Gazette" and the "Army List," and are also to be seen at the Regimental Depots throughout the United Kingdom.

Applications from persons supposing themselves entitled as Next-of-Kin should be addressed by letter to "The Secretary, War Office, London, S. W.," and marked outside "Effects."

E. W. D. Ward.

List CCCCLI.—Effects, 1911-1912.

Bowers, W. (corpl.), R.A.	£15	15	0
Dean, G. W. (acting bombr.), No. 78 Co. R.G.A.	16	1	2
Dogue, G. (sgt.), 1st Yorkshire	28	4	4
Lovekin, W. (regt. sgt.-maj.), R.G.A.	149	11	1

List CCCCXLII.—Effects, 1910-1911.

Barry, D. (1-corpl.), 1st R. Munster Fus.	15	16	11
Grenville, A. (alias Powell, J.) (driver), "S" Battery R.H.A.	16	12	7
Leonard, P. (alias Wilson, J.) (gnr.), 20th Bty. R.F.A.	15	14	6
Smyth, J. (pte.), 2nd Royal Irish Fusiliers	27	8	5
Stewart, J. (l.-corpl.), 1st R. Munster Fus.	20	12	1

List CCCCXII.—Effects, 1908-1909.

Carr, J. (pte.), 1st Manchester	21	12	10
Lloyd, H. (pte.), 2nd Connaught Rangers	15	2	6

List CCCCXII.—Effects, 1907-1908.

Forrester (alias Nash), D. (pte.), Depot, Lancashire Fusiliers	41	4	1
Piggott, A. E. (pte.), 3rd Middlesex	18	17	1

List CCCCXII.—Effects, 1905-1906.

Devaney, P. (pte.), 2nd Rifle Brigade	21	17	6
Holmes, J. (gnr.), 10th Brigade R.A.	21	12	2
Martin, J. (pte.), Depot, Duke of Cornwall's Light Infantry	43	6	7

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MANCHURIA	27,000	tons	Apr. 30	1	P.M.
MONGOLIA	27,000	"	May 20		"
KOREA	18,000	"	June 18		"

INTERMEDIATE. -

China	10,200	tons	Apr. 23		"
Nile	11,000	"	"		"

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FRED J. HALTON,
Agent.

Hongkong, 24th January, 1912. [110

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The S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham, will be despatched for YOKOHAMA and KOBE on the 2nd May, at Noon, taking Cargo and Passengers at current rate, to be followed by S.S. "WARDHA" 3,976 tons, Capt. E. W. Peak.

WESTWARD.

The S.S. "MUTIRA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 29th April, 1912, at noon, followed by the S.S. "FULTALA," on 10th May, taking cargo and passengers at current rates.

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Hongkong, 17th April, 1912 [147

Notices

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every	15 min.
8.00 a.m. to 10.00 a.m.	"	10 min.
10.00 a.m. to 11.00 a.m.	"	15 min.
11.30 a.m. to 12.45 p.m.	"	15 min.
12.45 p.m. to 1.15 p.m.	"	10 min.
1.15 p.m. to 1.45 p.m.	"	15 min.
1.45 p.m. to 2.15 p.m.	"	10 min.
2.15 p.m. to 5.00 p.m.	"	15 min.
5.00 p.m. to 8.10 p.m.	"	10 min

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.20 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.		
8.00 a.m. to 10.30 a.m.	every	15 min.
10.30 a.m. to 11.00 a.m.	"	10 min.
11.45 a.m. to 12.00 noon	"	15 min.
12.00 noon to 1.00 p.m.	"	10 min.
1.00 p.m. to 5.00 p.m.	"	15 min.
5.00 p.m. to 6.00 p.m.	"	10 min.
6.00 p.m. to 7.00 p.m.	"	15 min.
7.00 p.m. to 8.10 p.m.	"	10 min.

NIGHT CARS as on Week Days.

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VICTORIA DISPENSARY.

Hongkong, 18th April, 1912. [129

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Hongkong, 1st May, 1911. [20 76]

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Booking at MOUTRIE'S.
Later Car to the Peak.
Hongkong, 15th April, 1912. 306

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

The Titanic Disaster.

What really happened is a secret now held by the inviolate sea. Did the submerged portion of the berg tear away the ship's side, ramming holes in her hull below the water-line in addition to crumpling up her bows? At the very end we read that the inflow of ice-cold water into the boiler rooms caused an explosion which rent the vessel in twain, so the inference is that she did receive injuries in vital parts of the hull besides the damage done to the bows. But even so, in the course of four hours was it not possible to have found out where those damages were and to take some alleviating precaution? The engines were stopped immediately from the bridge after the first jar, so that hardly seems to suggest that they were injured at the commencement. Another curious thing was the slightness of the jar caused by the impact with the ice. We can only suppose that this was due to the mere size of the vessel and there is no doubt this further prevented any sensation of imminent danger arising in the minds of those on board. To this feeling of over-confidence, indeed, may be attributed most of the lamentable tragedies which subsequently occurred. But even so, this does not exonerate those responsible for sending the Titanic to sea so inadequately equipped in life-saving appliances. And that responsibility will be brought home. Upon that point we may be sure both the British and American Governments will see that the right thing shall be done in order that similar disasters may, if humanly possible, be avoided in the future.

Daily Press.

The Titanic Disaster.

The British Board of Trade inquiry into the disaster will be awaited with much interest. In the circumstances of the case the inquiry conducted in America can only be as Reuter describes it—rather perfunctory, though prolonged. The Titanic was a British ship. She foundered, not in American waters but on the high seas, and the proper authority to make inquiry into the disaster is the British Board of Trade. Why Mr. Ismay, an Englishman, after he has given to the Senate Committee all the information in his power bearing upon the disaster, should not be allowed to return to England at will, is not obvious, nor is it at present clear that any authority in America has any legal right to detain either Mr. Ismay or the members of the crew of the ill-fated vessel. If there is any culpability chargeable against any one of them, they are clearly responsible only to the British authority. When all is said that is to be said as regards responsibility for the loss of the ship, and so many of the lives it carried, the memory of splendid heroism displayed by the Captain and his crew and by the passengers will remain indissolubly associated with this great and unprecedented calamity.

South China Morning Post.

Naval Distribution

A study of the naval estimates and certain remarks of the First Lord of the Admiralty would lead one to believe that the original scheme by which three of the great battle cruisers which are being built would be sent to the East Indies Station, the China Station and New Zealand waters is to be modified. For the present there seems to be no intention on part of the Admiralty to send an Indomitable to the East Indies Station as flagship of that important squadron, and the despatch of the armoured cruiser Defence to China and the recommissioning of the Minotaur as flagship of the China Squadron to do away with the semi-official statement that a big battlecruiser would be sent to those waters, and the direct statement by the First Lord that the battle cruiser New Zealand, which the dominion so generously presented to the Royal Navy, would visit New Zealand immediately after commission clearly indicates that that cruiser is intended for home service and not for duty in Antipodean or Chinese waters.

WOMEN'S WORLD

[Items of interest to women, notices of forthcoming and notes on recent social events, and kindred paragraphs will be cordially welcomed. The co-operation of our lady readers is asked in order to make this feature at once especially interesting and useful.]

ANTIQUE JEWELLERY.

The subject of antique jewellery, says a writer in a Home paper, is a wide one, ranging as it does throughout the ages and among all peoples. Certain epochs appear, perhaps, rather more "sensational" in regard to their jewels, if one may permit oneself the term, in that ornament assumed a more or less pictorial character for the time being. Such an epoch was that of the Renaissance, a time during which this branch of the decorative arts was as greatly influenced by the general activity in the direction of all that made for beauty as were architecture and painting.

The finest efforts of the Renaissance jeweller were lavished on the pendants which formed the chief adornment of the costume of the time. Germany, Italy, and France vied with each other as to which might produce the most original results, and the national museums of Europe testify eloquently as to the success of their craftsmen. But perhaps nowhere may their work be studied to greater advantage than in our own Wallace Collection and at the Victoria and Albert Museum.

The Renaissance pendant usually represents some figured subject, whether taken from Scriptural or classical history, or else depicts some fabulous monster, bird, or fish. The pendants are usually suspended by two or three jewelled chains from a cartouche of elaborate workmanship, while the reverse side of ornament is in most cases a specimen of the exquisite art of the enameller and engraver of the day.

Jewels of Holbein's Masterpieces.

Pendant pearls are a characteristic feature of the Renaissance jewel, and the shape of some misshapen pearl often suggested the subject of the central decoration. In some instances the goldsmith contented himself with an artistic arrangement of precious stones alone, without thought of subject groups. Rubies and emeralds were largely employed, and fine examples of such ornaments are to be found in the pictures of Holbein's great ladies.

Among the most interesting of the pendants are those in which a figure is depicted enshrined in a small niche. These are wrought on almost architectural lines, the little shrine being carried out often after the detail of a classic temple, while the miniature figure has all the accuracy of modelling of a statue. Large square-cut rubies, turquoises, and emeralds surrounding the niche still further carry out the architectural effect.

Characteristics of the Renaissance.

Much might be written on the figure-groups which so often occupy the centre of the Renaissance pendant. Among the most familiar of these is that of St. George and the Dragon, the Saint seated on horseback, with the monster at his feet, a pendant pearl, as usual, completing the base of the ornament. The Judgment of Paris was another favourite subject, while the Annunciation, and even such subjects as The Descent from the Cross and The Entombment were considered fit to be utilized for the purpose of these ornaments. Germany, in particular, excelled in the manufacture of elaborate specimens, many being designed by the craftsmen of Munich and Augsburg.

Very characteristic of the jewellery of the Renaissance is the "nef" pendant, in the form of a ship, fully rigged with sails set, oars in position, and lanterns hung. Wires of twisted gold formed the rigging, and coloured enamels adorned the framework of the craft. Occasionally the ship contained both oarsmen and passengers in full relief! It is not long ago that such a pendant changed hands at Christie's; in this Antony and Cleopatra reclined at their ease beneath the awning of a gondola, soothed by the strains of a couple of mandoline players. Such jewels make the ornaments of to-day seem trivial in comparison indeed.

Jewels of Queen Elizabeth.

The "nef" jewels owned by Queen Elizabeth are of particular interest, both decoratively and historically. This form of jewel was often given by her as a gift; a notable example represented Sir Francis Drake's ship, The Golden Hind. This boasted masts and rigging formed of seed pearls and a hull inset with diamonds. A seated figure of Victory blowing a horn is being crowned by a Cupid, and as if this were not elaboration enough, a small boat is suspended below the pendant itself.

The jewels of Elizabeth are frequently of considerable historical significance. One represented the Field of Bosworth, whileanother, bearing the roses of Lancaster and of York, contained with the enamelled case four miniatures, portraying respectively Henry VII., Henry VIII., Edward VI., and Queen Mary, all beautifully carried out. Good Queen Bess was especially fond of seeing her own features carved on precious stone, and many a loyal subject, seeking her favour presented her with a jewel on which a more or less faithful portrayal of her face appeared, either as an intaglio, or cut on the surface of a gem. Indeed, the Queen seems to have set her mark on the character of the sixteenth century pendant to no little extent.

The Religious Influence.

The collector of Renaissance jewellery will find, in addition to the specimens mentioned, others in the form of reliquaries, and containing a relic of some patron saint. Others, again, were more heathen in feeling, and held a badge of a guild or order. Many of the pictures of the epoch show merely the chain, from which the pendant was suspended, the ornament itself being hidden beneath the low-cut bodice. In such cases the pendant is likely to have been of a religious nature, probably in the form of a box containing a votive tablet, or of a hinged diptych containing a verse copied from the Holy Bible. Or it may have been a model of the Paschal lamb, and have held a portion of the wax from the Paschal candle used at Rome.

10-DAY'S RECIPE.

Œufs Brouillies.

Some English cooks differentiate buttered and scrambled eggs by cooking the former with butter only, and to the latter adding a few spoonsful of cream or white sauce, but French cooks call them both "œufs brouilles." For six eggs take 3oz. of butter, two tablespoonfuls of cream or white sauce, and a little salt and pepper. Dissolve half of the butter in a stewpan, and as soon as it is melted add the whisked and seasoned eggs, and whisk all together until the mixture begins to set. Then add the rest of the butter, and keep stirring with a wooden spoon until the consistency is right for use. Have ready a thick puree of tomatoes, heat it thoroughly, stirring into it a tablespoonful of grated cheese, a dust of pepper, and a teaspoonful of finely chopped parsley. Put a good layer of the tomato puree into a buttered fireproof dish, fill up with the buttered eggs, and serve at once.

COAST TO COAST TRIP.

Railway Lines of the San Francisco Overland Routes Reduce the Time.

Official announcement has been made of the reorganization of the transcontinental passenger train service of the San Francisco Overland Routes. The time between San Francisco and Chicago and between San Francisco and New York is to be cut by four hours train. The equipment is to be made the finest in the United States. An entirely new train is also to be added to the present transcontinental service.

All those changes are to become effective on May 1. They have been decided upon in view of the growth of the through business and to accommodate the great travel that the completion of the Panama canal and the opening of the exposition will bring.

Extra Fare De Luxe Train.

The Overland Limited will be converted into an extra fare de luxe train. It will travel over the rails of the Southern Pacific, the Union Pacific and the Chicago and North-western. The present time of 68 hours will be cut to 64. Instead of leaving in the morning, as at present, the train will depart in the afternoon and reach Chicago in the morning, connecting there with the fast 18 hour trains of the Pennsylvania and the New York Central for New York. The time to New York will, therefore, be reduced to 82 or 83 hours.

The train will be of solid steel and will be made up entirely of drawing room and compartment cars. There will be stenographers on board, a barber shop, hairdressing and manicure parlours for women, a tailoring establishment, and bath. The extra fare from San Francisco to Chicago will be $10.

Full information in connection with these services of railway lines forming in connection with the Pacific Mail s.s. Co., what is known as the San Francisco Overland Routes, will be supplied by the General Passenger Agent, Mr. G. H. Corse, Jr., at No. 4 Water Street, Yokohama.

RENDERING VESSELS UNSINKABLE

The following letter is taken from the "Pall Mall Gazette." It was written before the Titanic disaster, but is nevertheless timely:—

Sir,—The wreck of two liners in succession brings into immediate prominence the necessity for the provision of some means in ocean-going vessels for rendering a vessel unsinkable. Watertight compartments are proved to be only a broken reed: they may even be a source of danger by creating a heavy list when one side is waterlogged and the other intact.

The recent successful raising of the A3 by an Italian firm of salvors has, we think, conclusively shown that there is a possible and practicable method of rendering a vessel practically unsinkable. The method was that of providing inflatable flexible tubes of fabric and rubber connected to a framework, lowered down to and secured to the hull of the vessel, which tubes were then inflated. When a sufficient number of the tubes had been secured to displace the same volume of water as the vessel displaced, the vessel necessarily rose to the surface with its inflated tubes.

Now, if every sea-going vessel were provided with such inflatable tubes secured to all of the inner walls of the vessel, or upon those most suitable for the purpose, such tubes normally lying quite flat and uninflated upon the walls, but capable of being rapidly inflated with air on an emergency, the vessel would be rendered unsinkable. Such a set of inflatable air chambers might be built with the ship or fitted to any existing vessel. When an emergency arises, such as a collision, the inflatable tubes could all be promptly inflated. Even a completely water-logged vessel could by this means be made to keep afloat.

Moreover, the trim of the vessel could be maintained, and list prevented, by inflating the air tubes on one side to a greater degree than those on the other.

HERE AND THERE.

Execution Only Deferred.

Reigning sovereigns are not subject to the laws of any country they may chance to visit. That has long been recognised. When Queen Christina of Sweden was the guest of Louis XIV. she had her chamberlain, the Marquis Monaldeschi, beheaded at Fontainebleau. He had written a letter sneering at the somewhat mature charms of his royal mistress, and this had come into Christina's possession. Louis XIV. was enraged at such a sentence having been carried out in one of his palaces, and wished to show his resentment in a forcible manner. But his Ministers persuaded him that it would be futile to do so, as the Queen had acted well within her rights.

A similar instance nearly occurred when the late Shah visited England 20 years ago. During his stay at Trentham one of his suite committed a glaring breach of etiquette, and Nasr-ed-Din ordered him to be tortured to death. King Edward (then Prince of Wales) who was staying in the house, managed, with great difficulty, to obtain a respite for the man, but only until they returned to Persia, as the Shah assured him.

French Actor's Superstitions.

Theatrical people generally, and Parisian actors and actresses in particular, all have superstition of some kind. M. Hertz never has a bill printed for the Porte Saint-Martin Theatre without inserting the name of M. Totah.

We see it in the play "Flambe," where M. Totah is supposed to play the part of a domestic servant. There is no such servant in the play, nor was there ever a M. Totah, but the manager. M. Hertz will not post up a play without M. Totah. It would bring him bad luck. M. Antoine has another superstition.

He carries with him a little leather purse which contains nothing but decree appointing him director of the Odeon. If he did not carry that decree with him every day woe would surely befall him. There have been innumerable jokes about M. Samuel, the director of the Varietes. He is always seen in a straw hat. He goes, summer and winter, to rehearsals and premieres in a straw hat. If he did not wear a straw hat all his plays would go smash.

The day the "Vaine" was given for the first time he wore a straw hat. He thought the play would not last many weeks. He said he would not change his hat till it ran 300 nights, and he was bound to wear his straw hat the whole year. The result is that he is wearing a straw hat still.

Rights of a Wife in Paris.

Feminism scored a judicial triumph in the Paris law courts in a recent case. A husband had deserted his wife for three months; had indeed gone to live with another woman. Had he a right to break open a door to enter the domicile of his deserted wife? That is, is the domicile of a wife who is not seeking divorce and has not been legally separated also the domicile of the husband?

If the positions of husband and wife are reversed the French law holds that the domicile of the husband is also that of the wife and she can break into it if she likes without committing a misdemeanor, as she is only breaking into her own home. But the tribunal held that a husband had no right to force his way into the domicile of the wife he had left and condemned him to two months' prison, granting him, however, the benefit of the first offender's act, so that he will escape the penalty unless he reminds the powers that be of its existence by a second offence.

Blood Stains of Success.

Every soldier loves his flag. He hates to see it falling to pieces. Each inch of it is full of splendid memories. To the London School of Art Needlework, South Kensington, that treasure house of beautiful things, the officer brings his tattered flags for repair.

So dear is this emblem to the majority of warriors, that few will entrust the flag into the hands of any but the manageress. The American soldier is equally anxious for the preservation of his flag (as is evidenced by the recent State appointment of Mrs. Amelia Fowler as official flag mender), but whereas the American insists that the bloodstains and powder marks shall be carefully reproduced, the English officer desires no such startling renovation. All he wishes is that the flag shall be prevented from actually falling to pieces, otherwise everything is to remain absolutely as it is. The list of regiments who have enlisted the aid of the School of Art Needlework is a lengthy one. New flags, in all the splendor of crimson and gold, are also made there.

Riviera Fete.

Two daughters of Queen Victoria, Princess Louise, Duchess of Argyll, and Princess Henry of Battenberg, have given valuable assistance to M. Maubert, the sculptor of the monument to Queen Victoria which was unveiled at Cimiez on April 12. Princess Louise, herself a sculptor, examined the early sketches of the Queen's statue and made various suggestions relating to the length and width of the dress, the features, and the pose. Princess Henry of Battenberg confined herself to the resemblance, and when she last saw the statue of her mother pronounced herself highly satisfied with it. M. Maubert never saw Queen Victoria, but he found a great amount of material at the Bibliotheque Nationale in Paris in the shape of a collection of engravings in which the Queen was represented under varying conditions. He was also much assisted by a penny-piece, struck towards the end of the last century, bearing an admirable likeness of the Queen.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, APRIL 23, 1912.

THE OUTLOOK FOR THE REPUBLIC.

In report speaks truly the visit of Dr. Sun Yat-sen to Canton is charged with more significance than on the face of it appears to be the case. It is stated rather freely that he is to visit Canton because it is hoped that his presence and his counsel will do much to set matters right there where all is not peace and harmony by any means. This is an interesting rumour because we read in a Northern contemporary that Dr. Sun had actually embarked at Shanghai for Canton, some three weeks ago, when news reached him that he was wanted at Wuchang, to save the situation there. Trouble was daily expected, part of the malcontent soldiery had threatened to take to bomb-throwing, but the presence of the Republican leader prevented an outbreak and created a feeling of security and relief.

Apparently Dr. Sun is to have a fairly busy time moving from place to place. Scarcely had he left Nanking when serious trouble broke out there. He had to postpone his projected earlier visit to Canton in order to smooth matters down, and how long the good effect of his visit to each place will last remains to be seen. The fact is that, alike on her borders and internally, China is faced with a deal of trouble. Mongolia has, it would appear, definitely cut itself adrift from the new Republic, preferring to come under the protection of Russia. This defection, if it is not yet complete, is very nearly so, and will remove one bar from the five-barred flag of the new Republic. This accession to the Russian Empire was hardly unexpected, however, for the geographical situation of this immense territory of 1,360,000 miles brings it actually into closer touch with Russia in Asia than with China itself. Tibet, too, is becoming steadily more doubtful, so that China has, on her borders, difficulties enough to face.

Add to the border troubles the fact that some of the provinces—notably Szechuen, Kiangsu, Chekiang and Kwangtung—have been disposed to disregard authority at Peking and to take independent action in matters which formerly claimed the attention of the Central Government and the position is seen to be far from pleasing. There is every hope, of course, that matters will soon mend. It was too much to expect that the twenty three provinces and dependencies could fall into line at once, could immediately and strongly feel that spirit of patriotism which we remarked the other day was essential to the success of the new Republic. That will come slowly, but in good time, and we are amongst those who recognise the difficulties but do not despair of the leaders of the new Republic overcoming them. Dr. Sun, for one, is apparently going the right way to work, but his task is one of almost a superhuman nature. Other pacificators have merely had to quieten a hysterical, underpaid soldiery, but he has to go further and quell once and for all the growing belief that Kwantung as a Republic in itself has a greater future than Kwangtung as a province of China.

DAY BY DAY.

Without happiness, wisdom is but shadow, and virtue a name.

H.M.S. Handy left for the West River this morning.

An Interesting Leaflet.

We have received an interesting leaflet from Dr. J. A. Riviere on the aims of 'L' Association Medicale internationale pour aider a la suppression de la guerre" in which he states that the fact that a very large number of doctors of all countries are grouped together with a view to a lasting protest against armed conflicts has not been without its effect on the masses and also on those who direct their opinions."

Goodbye, Mother.

A glass bottle has been found on the beach near Musselburgh containing the message on the leaf of a notebook: "January 6, 1912.—Driven to sea in a small boat. Starving and no chance of rescue; nearly gone.—J. Thomson, Dunbar. Goodbye, mother."

The Astor House.

A supplement to the Government Gazette gives notice that a meeting of the Licensing Board will be held in the Chamber at 2.15 p.m., on Wednesday, May 1, for the purpose of considering the following application under the Liquor Licences Ordinance, 1911, viz:—From one F. A. Chopard for the transfer to him from one L. Gamfeau of the Publican's Licence to sell by retail intoxicating liquors on premises No. 13 Queen's Road Central, under the sign of "The Astor House Hotel."

Kidnapping Charge.

A woman charged at the Police Court with a kidnapping a body aged seven months from parents living in Chinese Territory has been remanded.

Disorderly Seamen.

Two seamen of the French gunboat Argus were charged at the Magistracy this morning with behaving in a disorderly manner and refusing to pay their rickshaw fares. They were discharged with a caution and ordered to pay $3.10 as compensation to the rickshaw coolies.

Sensational but Untrue.

A woman reported to the Police yesterday, that while her master and mistress were away from the house two men armed with a revolver and chopper, broke in and after terrifying her stole a few household articles. She has since admitted that the report is untrue.

Stiff Sentences.

A man landing from the s.s. Sui An yesterday had his baggage searched and in a box provided with a false bottom the searchers found 2 taels 5 mace of prepared opium, 1 tael 5 mace of compound opium, a revolver and 100 rounds of ammunition. On two charges arising out of possession of the opium he was fined $120 or two month's imprisonment and $12 or 14 days respectively, and for having the revolver without permission of the Captain Superintendent of the Police he was fined $50 or six week's hard labour at the Magistracy this morning.

Honouring Father Leong.

On Thursday there will be High Mass with Pontifical assistance at the Roman Catholic Cathedral, at 7.30 a.m. on the occasion of the golden jubilee of the priesthood of Rev. Father Andrew Leong. The Mass will be celebrated by Father Leong, assisted by Bishop Pozzoni and the catholic clergy. The sermon on the occasion will be in Chinese and will be preached by a Chinese priest from Canton. We understand that on the same day the Chinese catholic community in Hongkong will entertain the venerable priest at a luncheon to which a limited number of foreign guests has been invited.

Marine Court.

At the Marine Court to-day a Chinese was fined $5 or fourteen days' for failing to licence his boat. For sailing their boat within thirty yards the s.s. Polynesian whilst at her mooring two men were fined $2 each or seven days' at the Marine Court to-day.

COMPANY MEETING.

China Traders' Insurance Co., Ltd.

The forty-sixth meeting of the shareholders in the China Traders' Insurance Co., Ltd., was held this afternoon at the offices of the company, when Mr. H. Siebs presided. There were also present, Messrs. G. H. Medhurst, A. Forbes, F. Lieb, G. Friesland, W. L. Pattenden, J. W. C. Bonnar, F. H. Armstrong, H. Hunter, A. Alves F. Geddes, H. J. M. Carvalho, V. L. Remedios, B. M. C. Cunha, J. M. C. Carvalho and the secretary, Mr. C. Montague Ede.

The secretary having read the notice convening the meeting,

The chairman said:—Gentlemen:—I will, with your permission, take the report and accounts and auditors' report as read. It compares favourably with that issued last year, the divisible balance being practically identical.

We propose to deal with the balance as follows:—To pay a final dividend of $4 per share on account of 1910, making $8 for that year; to place £10,000 to sterling reserve; and to carry forward the balance to underwritting suspense account.

As regards 1911, the statistical position of that year is excellent, although the premium is somewhat smaller than in the previous year, and as the account seems likely to be as favourable as the one now presented we have no hesitation in recommending the payment of an interim 2 dividend of $4 per share and a bonus of 30 per cent. on contributory premium.

There being no questions the chairman moved the adoption of the report and accounts. Mr. Ede seconded and the motion was carried.

Messrs. F. Lieb and G. Friesland were re-elected to the directorate on the motion of Mr. Hunter, seconded by Mr. H. J. M. Carvalho.

On the proposition of Mr. B. M. B. Cunha, seconded by Mr. Remedios, Messrs. H. U. Jefferies and A. R. Lowe were reappointed auditors.

The chairman:—That is all the business, gentlemen, Dividend warrants are now ready and can be had at the office on application.

AFTER FIVE YEARS.

Murder Comes to Light at Last.

A murder committed five years ago has just come to light, says the "Japan Gazette." It appears that Ryunosuke Hoshino, belonging to Sakata-mura, near Matsuda, in Ashigara Kami-gun, Kanagawa Prefecture, went to South America in 1900. Five years later his elder brother, Isetaro, with his wife, joined him. While the brothers were employed in a vineyard the younger brother became very familiar with the elder brother's wife. As the result of a quarrel on December 12, 1906, the elder brother murdered the younger by striking him on the head with an axe. The Japanese residents in the locality expressed sympathy with the murderer and agreed to keep the matter secret. Isetaro, the murderer, was, however, so troubled by his conscience that he returned home in January, 1908. Recently two other Japanese, who had been staying in America with Isetaro, also returned to the village. As they were aware of the crime, the two men threatened Isetaro with blackmail, demanding from him the sum of Y.120. Ultimately, the later, unable to stand the mental torture, started out last month for America. Prior to his departure he sent a false report to the Village Office stating that his younger brother had just died from natural causes in America, and a funeral service was held. The Matsuda Police, however, discovered the fraud later, and have now arrested the blackmailers as well as a physician who furnished Isetaro with a false certificate of death which was attached to the obituary notice sent to the Village Office. The judicial authorities have asked the Japanese Consular officials in America to have the murderer arrested.

The trial of the physician will be opened in the Yokohama District Court on the 26th instant.

SCHOOLS SPORTS.

The Concluding Events.

The following are the results of events decided after we went to press yesterday:—

100 Yards Hurdle Race (junior championship): 1, C. Gustavo; 2, Wong Shan Nin; 3, Antonia, Dabas. Time, 20 1-5secs.

120 Yards Hurdle Race (senior championship): A. Karrim; 2, Robert Anderson; 3, L. Gomes.

100 Yards skipping race, handicap: Gladys Woolley, (9 yards,) Alda Silva, (18 yards,) 2; Maria Loureiro, (3 yards,) 3.

The 300 yards flat race, for Chinese boys under 10 years of age, elicited 55 entries. They were divided into four heats, and the final was a very exciting race. Tsiu Hon Soon, 20 yards, finished ahead of Cheung U Pui, scratch, and Yeung Kam Chin, who received 25 yards, was a good third. Time, 36secs.

In the fifty yards flat race for children under 7 years of age considerable interest was manifested and little the tots made quite a good race. The names of the winners were Baptista, Rumjahn and Silva.

Sack Race: I. Loureiro; Tang Cho; 3, Yeung Kam Chui.

220 Yards Flat Race (handicap), for boys of British parentage: 1, J. Kelly, scratch; 2, David S. Purvis, 9 yards; 3, Cecil Maddick, 11 yards. Time, 30secs.

Quarter-Mile, for boys under 19 years of age, for the Ellis Kadoorie Challenge Cup: 1, E. M. Castro; 2, A. Karrim, 3, M. Rumjahm.

Seven Furlongs Flat Race, for past pupils only: 1, I. Bux, 10 yards; 2, J. M. Dyer. 10 yards; 3, F. M. Gruz, scratch.

100 Yards Three Legged Race: 1, H. Charrington and Cheung Chung Woo: 2, I. Carvalho and F. Loureiro: 3, Kwok Shiu Chung and Tsang Sun Hon.

Two Miles Bicycle Race, for past pupils only: Five started, and in the first lap Moyhing led, with Brown second. Going up the hill Muscatt worked into first place. The race gradually resolved into a tussle between R. Lee, scratch, and Moyhing, who owed 25 yards, and the last quater of a mile was keenly contested. Lee won by about two yards.

The last event was a team race, open to all schools, the trophy being a challenge cup presented by Sir Paul Chater. Nine schools entered, and the result was: 1, St. Joseph's; 2, Kadoorie School. Time, 4mins 15secs.

The prizes were presented by Mr. J. R. Wood, who was heartily thanked for his attendance.

TENNIS.

Mr. E. R. Hallifax and A. R. Sutherland. (Scratch) have reached the semi-finals of the Doubles Handicap (A class) of the H. K. C. C. Lawn Tennis Tournament. They defeated R. F. C. Master and Surgeon A. R. Fisher R. N. (owe 15) 2-6; 6-2; 7-5.

ALLEGED ASSAULT.

Punishment Which Appeared Too Severe.

Dr. Perkins appeared at the Magistracy this morning to support a charge against Chiu Sam-ku alias Mui Mui a Chinese woman of 81, Praya East of assaulting a young girl aged 13 years.

L. S. Willis of the Registrar-General's department preferred the charge and Mr. Leo D'Almada appeared for the defence.

The doctor said she had examined the child and found bruises on her shoulders and arms such as would have been made by a cane. If they were inflicted in the course of chastisement the punishment was exceedingly severe.

The case was remanded until to-morrow.

From this material there are obtained the following products: Sheep dip, tree spray and disinfectant, shingle stain, wood filler, embalming fluid, furniture polish, face lotion, paint and pigments.

THE C.Y.C. CRUISE.

Launch on the Rocks.

Sunday was most enjoyably spent by the members of the C.Y.C., who were accompanied by friends on a cruise to Lai-chi-kok, where some very interesting events were witnessed, writes "Xaverian." Good humour characterised the gathering and the function passed off like a family party.

The wind was certainly not in favour of fast times and many of the defeated yachtsmen ascribed their want of success to this cause. The prizes were of remarkable value and well worth winning, and as the prize list published in Monday's "Telegraph" will show, many sideboards will now wear a more wealthy appearance.

The gala had a humourous side and, strange to say it, concerned the stranding of one of the launches. Long before it was time to return to Blake Pier, the tide was on the ebb, and when it came to starting there was not sufficient water to sail the large launch. A lighter launch endeavoured to tow us out, but an inconvenient rock thrust its nose into the bottom and we were held up. A second launch came on the scene and as an effort was being made to give us a helping pull it also made the acquaintance of a rock, and a Chinese was thrown into the water. He scrambled back on to the boat and another effort was made to get us away. Then someone found, or at least, was said to have found, that our launch was letting in water and that there was already a foot of water in the engine room. I conveyed the information to a lady whose only thought was an appointment, with the prospect of keeping it rapidly vanishing through the long delay in starting. This did her no good, and for a few moments her feelings were such as can be better imagined than described. It was decided that we should leave the penetrated launch and board the lighter one. With commendable courage the Secretary remained behind and was the subject of much good humoured chaff as he stood on the bridge of the stranded launch which had not the remotest chance of getting clear until midnight when the tide would again be high. Mr. Storrie may be there yet, for anything one knows, but he is a gentleman who is not readily beaten and he would get home somehow, we may be sure.

What with leaving Jimmy (a fox terrier) and leaving the Secretary on a stranded launch an enjoyable day's outing was brought to an exciting close.

CASE FAILS

Echo of the Hip Tak-lung Firm

At the Supreme Court, this morning, Mr. Justice Gompertz heard a claim made by Mr. Ronald Needham, a solicitor, as a receiver of book debts of the Hip Tak-lung firm who formerly carried on business at 5, Jervois St., as silk merchants, under order of the Court dated Nov. 4 1911, against Wo Wan-cho, merchant of Morrison Hill Road. The amount claimed was $977-30, $140-00 having been paid into Court.

Mr. Needham said there was one managing partner of the firm who died leaving the firm insolvent, and there was a large number of book debts. He (Mr. Needham) was appointed receiver to collect those debts, and many were paid but included in the one or two persons who owed money, was the defendant. He refused to admit his liability and he (Counsel) was issuing an order to ascertain his legal position, in regard to obtain those book debts.

Mr. Russ appeared for the defendant.

The amount claimed was for goods sold and delivered to defendant and his concubines.

The Court held that the case was not made out and no evidence for the defence was called. The amount paid into Court was accepted by the plaintiff and costs were allowed for defendant.

NOTES AND COMMENTS.

Dr. Sun's Record.

With Sun Yat-sen coming down this way shortly, it may not be amiss to get his record quite right—or as nearly right as can be expected. We have seen several accounts of his life-story, but the one now quoted appears to pack more facts into brief space than any we have seen:—Dr. Sun's father was a Heungshan man (Macao) who migrated to Honolulu and became a "pastor," or colporteur. There Sun Wen, alias Sun Yat-sen, was born in 1862 or 1866 (this one point of date is doubtful). Judging by his features, he was probably born of a Hawaiian mother. He grew up at Honolulu under the care of an American missionary, in company with other Chinese pastors (Tsi Sak En, Kong Yet Yin, &c.), chiefly Canton Hakkas. There were very few Chinese women there even in 1888, but there were about 30,000 Chinamen in Hawaii. According to accounts in the native Chinese press, five years ago Sun Yat-sen opened a drug shop at Macao, but as the Portuguese laws were hostile, he had to seek refuge in Hongkong, whence he returned to his "native" place, Heungshan. Finally he established himself as a doctor at Canton. He was nearly captured during the attempted Canton revolution of 1895, and then fled to London, whence he kept up an active propaganda by letters to the native press signed "Wen." In August, 1896, parts of Canton were destroyed by fire, and there were strong rumours of a second revolution there; it was for this reason that the Chinese Government telegraphed to London to secure his arrest.

Russia in Mongolia.

Now that Russia has laid hands on, or at any rate put her arms round, Mongolia, it seems a good time to take stock of the growth of her empire. For the latest addition is a big one. It is over one and a quarter million square miles in area—just half of the whole of the Chinese Empire, a territory as big as China proper itself. As the area of the Russian Empire at present is 8.1-2 millions, the latest addition is actually an increase of one-seventh, or 15 per cent. at one stroke. This is only the last and greatest step in a long process. In half a century Russia has got hold of about one-third of the continent of Asia, a pretty large piece of the terrestrial globe. This is the "world's record" in empire-building, and is likely to remain so, for the process is still unchecked. The story of Russia's expansion in the last half-century is an amazing one. Her first great Asiatic acquisition was at the expense of China in 1858, shortly after the Crimean War, when she carved the great Amur territory off the north of the Chinese Empire. A further slice of this part of China was got two years later, making a total aquisition of nearly a million square miles.

Adding Territory.

After this Russia left the Far East alone for thirty years, and turned her attention in the meantime to Central Asia. Herat, "the gate of India," was soon her goal, but England threatened war. There was a move eastward to the Pamirs, but there was another British growl. Under the present Tsar the process has been faster than ever before. No monarch in history has increased his territory at such a rate. First came Trans-Siberian Railway, which brought the Far East within reach, then the "penetration" of Manchuria—over a quarter of a million square miles of territory, with a population of 21,000,000; that is, twice the area of the United Kingdom with nearly half our population. To-day it is Mongolia, to-morrow doubtless Northern Persia, which may amount to another 200,000 square miles. Totalling up the rough figures given above, we have about 3,000,000 square miles added to the solid territory of the Russian Empire in about half a century.

LOCAL INSURANCE AND THE TITANIC.

Union Insurance Society of Canton, Ltd., Meeting.

The thirty-ninth ordinary meeting of the shareholders in the Union Insurance Society of Canton, was held this morning in the offices of the Society, when Mr. H. A. Siebs presided. There were present Messrs F. Lieb, A. Forbes, G. Friesland, F. H. Armstrong, G. Medhurst, W. L. Pattenden, J. W. C. Bonnar, W. E. Clarke, Taylor, Ormiston, F. C. MacDonald, Dr. MacDonald, T. F. Hough, Lo Cheung-shiu, H. Hancock and C. Montague Eder, secretary.

The secretary having read the notice convening the meeting,

The chairman said:—

Gentlemen:—the Report has been in your hands for sufficient time to enable you to study it and I therefore propose to take it, as well as the Auditors' report, as read.

The premium income for 1910 is somewhat greater than that of the previous year, which is satisfactory, especially if one bears in mind that for the purpose of the account sterling was exchanged into dollars at 1.10.5-16 as against 1.10.1-16 in 1909. Interest shows a satisfactory increase, and on the other side of the account that most important item "charges" shows a material decrease. Our reinsurance fund and underwriting suspense account both continue to rise and yearly provide a greater measure of security to our assured.

A comparison of the Society's 1910 outturn with that of the nine leading marine insurance companies at home is instructive, as showing that we have maintained our lead both in takings and percentage of profit. The comparison also discloses the fact that the total interest earned on investments by our larger competitors at home greatly exceeds the total amount of dividend paid by them, whilst our profits are such as to enable us to continue from year to year paying away in dividend some two lakhs more than our investments earn in interest. This policy, although so far it has not prevented a steady increase in our assets, should not be carried too far, and shareholders in their own interests would be wise in being quite satisfied with the maintenance of the dividend which we have declared for three successive years.

It must be borne in mind that although the account this time is so favourable, it is quite conceivable that this pitch of excellence may not be maintained. Lord Furness, in presiding at the last annual meeting of the World Marine Insurance Co., stated that during the short period of four months 28 steamers had been reported missing and 13 had foundered or been abandoned. The Society has been fortunate in escaping some of these losses, but the fact that they do occur in such quantity points to the necessity of underwriters maintaining rates and thus making ample provision for the possibilities which the future may have in store.

It is unusual for the chairman to refer, in his annual speech, to events of the current year, but as the Press of the whole world has been largely occupied in giving details of the awful disaster which overtook the Titanic s.s. and as the Society's limits on vessels crossing the Atlantic are very large, I have been asked by my colleagues to tell you that in the Titanic's case we escaped with the comparatively very light loss of £42,000. This loss, as you will understand, only partly falls on the Society, the balance being absorbed by our sister Company. You will further be glad to hear that we escaped lightly in the case of the "Oceana" s.s., as practically the whole of our line was on treasure, and advices to hand are to the effect that it will all be salved at comparatively small cost.

My predecessor in the chair last year stated that he thought that a $30 dividend should be regarded as high-water mark, but that if fortune continued to smile upon us he saw no reason why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the outturn of any particular year warranted it. The outturn of 1910 would seem to warrant the payment of a small bonus to shareholders this year, but, Gentlemen, it was impossible for the chairman in 1910 to foresee the breaking out of the rebellion in China and the consequent shrinkage and dislocation of trade. Even the wisest and the best-informed of us cannot yet tell what the outcome of that movement may be or how soon trade conditions may begin to improve, and therefore after very mature deliberation your directors have come to the conclusion that the wiser policy for them to pursue is to husband the society's strength and carry forward to underwriting suspense account a larger amount of money than would otherwise seem necessary. In this view I feel sure that you will all entirely concur and will endorse the recommendation of your directors that a final dividend on account of 1910 of $20 per share should be declared, that £10,000 should be added to sterling reserve fund, and that the balance of $518,000 shall be carried forward.

The figures for 1911 are quite satisfactory as regards probable outturn, although there is a shrinkage in premium income, due, as I have just told you, to disorganization of trade. Your directors, however, feel quite justified in recommending the payment of an interim dividend of $30 per share and a bonus on contributory business of 20 per cent.

You will be pleased to learn that, while giving shareholders and contributors full consideration in strengthening our reserves, we have not forgotten our staff to whom these continued successes are in a very large measure due, and we have voted them a bonus of 15 per cent. of a year's salary to the provident fund of each member who is in our service on the 30th of this month.

There being no questions the chairman proposed the adoption of the report and accounts.

Mr. Ormiston seconded and said:—

In rising to second the adoption of the report and accounts I should like to congratulate the Society on the excellent figures they have placed before us. There is no doubt the directors could have paid the shareholders a bonus on the result of last year's working, but still I think the majority of the shareholders consider that, taking into account the present unsettled state of China, the directors have acted most prudently in further increasing the reserves rather than paying away a bonus. At the same time it is nice to know that, given ordinary conditions, and a favourable year the directors will not look upon the payment of a bonus in any unfavourable manner. I have heard it suggested that as the Society is doing so well they might be expected to reduce rates. This suggestion is refuted by the events of the past few months, viz., the loss of the "Delhi" followed in quick succession by the "Oceana" and "Titanic." With such disasters possible to the highest class of ships it seems to me that the Society should try to maintain full rates instead of consenting to any reduction. Finally, gentlemen, I am sure you will all most cordially approve of the bonus voted to the staff. The excellent results that have been attained are in themselves a high tribute to the merit of the staff. As a former chairman of your Society I can testify to their loyalty, while the figures themselves testify to their ability.

The proposition was carried unanimously.

On the proposition of Mr Dunbar seconded by Mr. W. Clarke, Messrs. Fr. Leib and G. Friesland were re-elected to the board of directors.

Messrs. W. H. Hotts and A. R. Lowe were re-appointed auditors on the motion of Mr. Taylor seconded by Mr. Macdonald.

The chairman:—That is all the business, gentlemen. Dividend warrants are now ready and can be had on application at the office.

ALLEGED PERJURY.

Curious Sequel to a Simple Charge.

At the Magistracy this afternoon before Mr. E. A. Irving Mr. Gardner made an application in connection with a case that came before his Worship on Easter Monday in which a man was charged with having 20 taels of prepared opium on board the s.s. Empire without the permit of the Opium Farmer.

Mr. Gardner pointed out that at the last hearing two constables had sworn that they found the opium on board the Empire, while he had since been able to find the sampan whose owners could swear that the police found it on their craft, which was not an offence against Sec. 36 of Ordinance 23 of 1909 under which the charge was laid. He had been instructed by friends of the prisoner to proceed against the constables for perjury and he applied for a copy of the depositions taken at the hearing of the original charge.

The request was granted.

NATURE'S DANGER SIGNALS.

The danger signals of Nature, stated Mr. Mark Webb, in a lecture at the Camora Club, London, are black and yellow or black and white. Black and yellow was the warning coloration of creatures as diverse as the snake and the wasp, and of certain caterpillars and butterflies that were not edible to birds. These colours were mimicked by other creatures as a means of protection—the black and white of young cuckoo, for instance, being intended to terrify the rat or the stoat.

The most remarkable example of mimicry in nature was furnished probably by the caterpillar of the lobster moth. When first hatched it was exactly like an ant; later it had the appearance a dried-up leaf; and when alarmed it could shake its antennæ and make itself look like a spider.

"HULLO, TOMMY!"

The King and Queen at Guy's Hospital.

"It is about two years since I last visited your hospital, but I hope it will not be long before I come again," were the parting words of the King at the end of a surprise visit which his Majesty and the Queen paid to Guy's Hospital recently.

Their Majesties were received by Viscount Goschen (the treasurer) and Sir Cooper Perry (the superintendent), who had just concluded a formal visit of inspection. Under the guidance of the matron (Miss L. V. Haughton) and the assistant matron their Majesties made a tour of the hospital. They spoke cheerily to several of the patients.

"Hullo, Tommy! what is the matter with you?" asked the King cheerily of a diminutive patient who was following every movement of the royal party with wide, round, staring eyes. "Hullo!" responded "Tommy" in an ecstasy of confusion. The King and Queen laughed heartily at the lad's ingenuous reply. Their Majesties stayed in the hospital for two hours and twenty minutes, and on their departure expressed their utmost satisfaction with everything.

In a description of the visit, the "Nursing Times" states: "The King was much amused by the wooden bars cutting off the night nurses' quarters, and inquired whether any of the nurses were militant Suffragettes.

"On receiving a reply that there were several very keen Suffragettes at Guy's, the King laughed very heartily, and expressed the hope that they wouldn't go smashing any windows."

THE RAUB GOLD MINES.

Messrs Wright and Hornby, have informed us that they are in receipt of a cable from Singapore, which states that the output from the Raub Gold Mines, for the month ending 20 April, is 931 ounces.

SILENT LISTENER.

Using the Dictograph in Suit for Divorce.

A new use has been found for the dictograph, an electrical device for recording conversations, by means of which the brothers McNamara were sent to a penitentiary and several United States legislators have been convicted of bribery, says a message from New York.

Between Mr. Earl Fellaborn, a millionaire steel manufacturer, and his wife Marguerite, cross suits for divorce are pending at Pittsburg. Mrs. Fellaborn has made an application to obtain the custody of her daughter pending the trial. But Mr. Fellaborn's counsel asserts that at the divorce trial they will exhibit dictograph records reproducing conversations between Mrs Fellaborn and a New York broker staying in her house which will establish that she is an unfit person to have the custody of her daughter. A tiny, sensitive plate, the counsel said, concealed behind the dressing table of Mr. Fellaborn's boudoir, transmitted her coversations to a shorthand writer hidden in the summer-house in the grounds. For five days during her husband's absence, all that she and her friend the broker said was taken down and is now being prepared for submission to the court.

Decision on the application has been postponed until the records are produced.

The dictograph works on the principle of the telephone. The receiving box is less than a foot long and six inches deep. It is necessary to speak into the instrument, which will take a voice speaking within 15 feet and convey the sound over wires to a distance of 1,000 miles. This is done by means of a focusing screen which collects the sound waves from over a large area and is made on exactly the same principle as the modern ear-trumpets for deaf people.

DOES EXPERIENCE TEACH?

Who was the man that gravely informed a credulous world that experience teaches? We forget. But his listeners accepted his remark, just as they accepted any old statement such as that the earth is flat, and that if you travel far enough you do the Hullo-I'm-over-the-edge act. Happy days. You had a dip in the open-air swimming bath at the end of the garden, ate your bit of breakfast ("Cold stuffed peacock, please"), and then you sauntered up and down the olive grove figuring it out with old Prof. Socrates that experience teaches. We don't know. Perhaps in those leisurely days it did. But if you can find anyone who thinks that experience teaches nowadays, ask him to explain to you the Train Stagger. We are not a nation of amateur acrobats; yet, if you watch the behaviour of the average train-goer when the train comes to a stop at his getting-out place you can hardly believe that his extraordinary gyrations are involuntary. It is all the same whether one or more passengers are in the carriage when it stops. Everybody is standing up careless and at ease, and ready to alight: there is a frightful jerk, and whatever of humanity is in view leaps into violent movement. Some simply sit down. Others clutch. Others perform a weird combination of rapid footwork and sinuous body-bending that might form the nucleus of a strikingly successful dance for Post Turkey Trotters. Silently and swiftly the sorting-out process occurs, people hurriedly knock out the dents from their bowler hats, and life goes on.—The "Globe."

Posts sing of the deep blue sea, but it is not always blue. Millions upon millions of microscopic algæ or seaweeds and subaquatic plants give the Red Sea its peculiar tint, and the Yellow Sea of China is said to be coloured by the floods of the great rivers which wash down vast quantities of mud. Generally speaking, the ocean is blue in ratio to its saltiness.

EMPIRE BUSINESS.

Overseas Men of Commerce to Confer in London.

The Congress of Chambers of Commerce of the British Empire will be held in London early in June, and there are indications that from every standpoint the proceedings will be of the highest importance, states the "Evening Standard."

The congress is being organised by the British Imperial Council of Commerce, formed in July last, on which the leading Chambers of the Commerce of Empire are represented. The chairman is Mr. Charles Charleton, and the deputy chairman, Mr. Stanley Machin.

The commercial interests of the Empire will be influentially represented. The Prime Minister will inaugurate the proceedings in his capacity as honorary president, but the presidential duties during the congress will be fulfilled by Lord Desborough. The bulk of the organising work is being undertaken by Mr. C. E. Musgrave, the secretary of the London Chamber of Commerce. I have already received a large number of resolutions on a variety of commercial subjects, said Mr. Musgrave to one of our representatives. We anticipate an attendance of at least 500 delegates. The congress is held triennially, and it is six years since it met in London.

A Useful Feature.

In 1909, when the congress was held in Sydney, there were forty-eight delegates from the United Kingdom, and Australasia, Canada, South Africa, and India were represented. Only on one other occasion has the congress met out of Great Britain, and that was in 1903, when Montreal was visited. The delegates on that occasion were taken right across country to Vancouver. One of the most useful features of these tours is that they afford delegates an opportunity of becoming acquainted with the conditions and needs of other countries.

The aim of the congress is to focus the views of the Chambers of Commerce of the Empire on commercial matters in which they are vitally interested, and to bring pressure to bear upon governments in favour of reforms which business men consider essential to its material prosperity and development. The resolutions I have already received cover a wide range of subjects, and there is every probability that the discussions will be fruitful and practical.

Points of Interest.

The Indian delegates will introduce the question of the competition of prison labour with private industry. There is another resolution urging the adoption of penny postage throughout the Empire, and among other subjects that will come under review are the all-British cable, the improvement of telegraphic communication with the West Indies, double income-tax in the Dominions and at Home on investments, commercial arbitration, preferential trade within the Empire, national defence, emigration, and the Panama Canal.

Among those who are actively associated with the congress are past and present Ministers of the Colonial Office, the India Office, the Board of Trade, and other Government departments specially interested in commercial matters. The honorary vice-presidents include the Duke of Argyll, the Marquess of Lansdowne, the Earl of Aberdeen, and Earl Grey, all former Governors-General of Canada; Lord Tennyson, an ex-Governor-General of Australia; the Earl of Selborne and Viscount Milner, ex-High Commissioners of South Africa; Lord Curzon, ex-Viceroy of India; and the High Commissioners for the Commonwealth, the Union of South Africa, and New Zealand.

Captain W. F. Gilchrist, 1st K.O.Y.L.I. arrived from England per s.s. "Borneo" on 21st instant and is taken on the strength of the Command accordingly.

BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND 80 cents per lb.
"DAIRYMAID" „ 75 „ „
"BUTTERCUP" „ 70 „ „
PASTRY „ 65 „ „

THE DAIRY FARM CO., LD.

GARNER QUELCH & CO.

WINE MERCHANTS.

DES VŒUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912. [21

To day's Advertisements

FROM EUROPE.

THE H.A.L. Steamship "SITHONIA," Captain Kolzte, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional goods will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th April, will be subject to rent.

All broken, dented, and damaged goods must be left in the Godowns, where they will be examined on the 29th April, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex s.s. "Gotoborg" from Gothenburg.

HAMBURG-AMERICA LINIE,
Hongkong Office.
Hongkong, 23rd April, 1912. [12

UNION INSURANCE SOCIETY OF CANTON, LTD.

A Final Dividend of Twenty Dollars per Share for the year 1910 and an Interim Dividend of Thirty Dollars per Share for the year 1911 will be payable on TUESDAY, the 23rd inst.

Warrants may be had on application at the office of the Society.

Hongkong, 23rd April, 1912. [330

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS.

Note our Price $12.00 per case containing 4 dozen quarts or 6 dozen pints. [70

KING GEORGE IV SCOTCH WHISKY.

This high-class Whisky is noted for its purity, age and delicate flavour. It is essentially a Club Whisky. The quality and absolute regularity are guaranteed.

SOLE AGENTS—
GANDE, PRICE & CO., LD.
WINE MERCHANTS,
12, Queen's Road Central,
HONGKONG.
Telephone No. 135.
Hongkong, 17th April, 1912. [9

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ... Satur. May 11	"E. of Ireland"...Fri., May 17.
"Monteagle" ... ,, June 1	"Allan Line"..... ,, June 7.
	"E. of Britain"... ,, June 28.

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
[82 Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, KOBE & MOJI	KUTSANG†	Tuesday, 23rd April, 5 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG*	Saturday, 27th April, Noon.
MANILA	LOONGSANG*	Saturday, 27th April, 2 P.M.
MANILA	YUENSANG*	Saturday, 4th May, 2 P.M.
TIENTSIN via WEI-HAIWEI	CHEONGSHING*	Sunday, 28th April, D'light.
SHANGHAI	KWONGSANG †	Sunday, 28th April, D'light.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, via Chingwantao.
§ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Caukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.
Hongkong, 22nd April, 1912. [8

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers.	Date of Departure.
LONDON ROTTERDAM & ANTWERP	FLINTSHIRE	About 15th May.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	,, 1st June.
LONDON & ANTWERP	DENBIGHSHIRE*	,, 15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
AGENTS.
Hongkong, 9th April, 1912. [94

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD.; AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
TUESDAY, 23rd APRIL.
10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI." Tons 1651 S.S. "SUI AN." Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 28TH APRIL.

The Company's Steamship,
"SUI AN."
will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N. B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING." 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 6 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the
HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED,
HOTEL MANSIONS (FIRST FLOOR),
Opposite U. S. Post Office. [60

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations.	Steamers.		Sailing Dates.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG COLOMBO, SUEZ & PORT SAID ...	ATSUTA MARU, Capt. J. Nagao, HITACHI MARU, Capt. T. Yamawaki,	T. 9,000 T. 7,000	WEDNESDAY, 24th April, Daylight. WEDNESDAY, 8th May, at Daylight
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, & YOKOHAMA	§ SADO MARU, Capt. N. Terasaka,	T. 7,000	TUESDAY, 7th May, at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	YAWATA MARU, Capt. T. Setine, NIKKO MARU, Capt. M. Yagi,	T. 5,000 T. 6,700	WED'DAY, 10th May, Noon. FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE AND COLOMBO	‡ TOSA MARU, Capt. T. Sato,	T. 7,000	MONDAY, 29th April.
SHANGHAI, MOJI & KOBE	‡ CEYLON MARU, Capt. Y. Tozawa,	T. 6,000	WEDNESDAY, 24th April,
KOBE & YOKOHAMA.....	KITANO MARU, Capt. F. E. Cope,	T. 9,000	THURSDAY, 25th April.
N'ASKI, KOBE & YOKOHAMA...	NIKKO MARU. Capt. M. Yagi,	T. 6,000	WED'DAY, 8th May, at Noon.

‡ Cargo only.
§ Fitted with new system of wireless telegraphy.
* Calling at Rotterdam after Antwerp.

CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA	TOTOMI MARU, Capt. A. Mosher,	T. 4,000	SATURDAY, May 4th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.

FOR SEATTLE.

SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers.	To Sail.
SHANGHAI	"CHINHUA".....	24th April 4 P.M.
HAIPHONG	"SINGAN".....	..26 h ,, 9 A.M.
WEIHAIWEI & TIENTSIN ...	"HUICHOW" ...	26th ,, 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KIUKIANG" ...	26th ,, 4 P.M.
SHANGHAI	"ANHUI".....	27th ,, M'night.

DIRECT SAILING TO WEST RIVER; Twice Weekly
S.S. "LINTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"GUTHRIE"	4th May, 4 P.M.

☞ AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
☞ MANILA LINE.—Twin screw Steamers "Tean" and "Taming." saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft.
☞ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single $45. Return $75.
For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Telephone No. 26. Agents.
Hongkong 23rd April, 1912. 9

Shipping

HAMBURG-AMERIKA LINIE.

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Deutsche Dampfschiffahrts Gesellschaft "HANSA."

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,
TO
Marseilles, Havre, Bremen and Hamburg and New York.

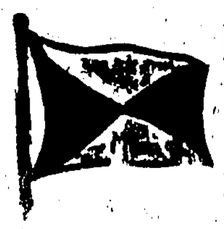
Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.
For Shanghai, Kobe & Yokohama:
S.S. SITHONIA ...24th April
,, ANDALUSIA... 1st May.
,, BAYERN ..... 8th May.

HOMEWARD.
For Rotterdam, Hamburg & Antwerp:
S.S. O. J. D. AHLERS ...4th May.
For Marseilles, Havre & Hamburg:
S.S. SACHSEN ..... 6th May.
For Havre, Bremen & Hamburg:
S.S. C. F. LAEISZ .....12th May.
For Marseilles, Havre & Hamburg:
S.S. SITHONIA .....30th May.
For Rotterdam, Hamburg & Antwerp:
S.S. ARCADIA .....31st May.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [12



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. A. Crosby.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th April, 4 P.M.
ZAFIRO...	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 10th May, 4 P.M.

For Freight or Passage apply to
SHEWAN TOMES & CO,
GENERAL MANAGERS
Hongkong 20th April, 1912. [14

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	SHANGHAI	—	JAVA	2nd half April.
Tjillwong	JAPAN	2nd half April.	JAVA	2nd half April.
Tjilatjap	SHANGHAI	2nd half April.	JAVA	1st half May.
Tjimahi	JAVA	2nd half April.	SHANGHAI	1st half May.
Tjimanock	JAPAN	1st half May	JAVA	1st half May.
Tjipanas	JAVA	1st half May	JAPAN	1st half May.
Tjikini	JAVA	1st half May	SHANGHAI	2nd half May.
Tjitaroem	JAVA	2nd half May.	JAPAN	2nd half May.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Building. 15

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	June 25th, Noon.

‡ These steamers are equipped with Turbine Engines and Triple Screws.
All steamers carry Japanese Government wireless telegraph and post officer.
The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).

Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing.
Hongkong Maru	11,000	Friday, June 7, Noon
Kiyo Maru	17,500	Saturday, Aug. 6, Noon.
Buyo Maru	10,500	Friday, October 4, Noon.

For Further Particulars as to Passage and Freight, apply to
13] K. MATSUDA Agent
(KING'S BUILDING Opposite Blake Pier)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...$1,250,000.)

Loans on Mortgage of House Property &c.
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Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908. [23

FOR SALE

BOX'S EXCHANGE TABLES.

1/8 To 1/10½

APPLY
"HONGKONG TELEGRAPH."

LOG BOOK.

The Future of the Motor Ship.

On March 15 a paper by Dr. Rudolph Diesel, of Munich, entitled "The Diesel Oil Engine and its Industrial Importance, particularly for Great Britain," was read before the Institution of Mechanical Engineers.

Dr. Diesel said that since its appearance about 14 years ago the Diesel engine had been built by the thousand in the best factories of all industrial countries, and had been set up in the most remote corners of the world. It had been proved to be a most reliable engine when properly built, the working of which was quite as safe as that of any other system of prime mover; in general, it was even more simple, since it did not require any auxiliary apparatus, and since the fuel in its natural and original form was directly converted into work in the cylinder of the engine. To-day the thermal or indicated efficiency of the engine was 48 per cent., and the effective or brake efficiency reached, in some cases, 35 per cent. of the heat value of the fuel. The Diesel engine converted the heat of the natural fuel into work in the cylinder itself, without any previous transforming process.

The Diesel engine had broken the monopoly of coal, and had solved the problem of using liquid fuel for power-production in its simplest and most general form. It had become for all natural liquid fuels what the steam engine and gas engine were for coal, but in a much simpler and more economical way. The truth of that statement was strikingly proved last year at the Turin Exhibition, where, in the large machinery hall, a steam turbine and a large Diesel engine, both made at Milan, and set up on the same stand, were worked together with the same liquid fuel. The boilers belonging to the plant were fitted with Korting nozzles for burning crude oil. The difference between the two plants was this:—For the working of the steam engine the whole boiler plant with its chimney, fuel supply apparatus, purification plant for feed-water with feed-pumps, extensive steam-pipes, condensation plant with-pumps, and an enormous water consumption had to be provided, with the final result of consuming 2½ or more times the fuel per horse-power required by the Diesel engine standing beside it.

The Diesel engine had doubled the resources of mankind as regards power-production, and had made new and hitherto unutilised products of nature available for motor power. The engine had thereby exercised a far-reaching influence on the liquid-fuel industry, which was at the present time improving more rapidly than was previously conceivable. Owing to the interest which petroleum producers had taken in this important question, new petroleum sources were continually being developed, and new oil districts discovered. It had been proved by recent geological researches not only that there was probably on the globe as much, or perhaps even more, liquid fuel than coal, but also that it was more conveniently distributed as regards its geographical position.

Foreigners as British Bluejackets.

Apropos of the arrest of a British bluejacket of alleged foreign parentage on a charge of treason, of noting as a spy, it would prove of interest if some M. P. will call for a return of the numbers of foreign-born and naturalised men now serving in the Royal Navy. They are not very numerous, it may be, although it may surprise a good number of people to know that they once were so. Foreigners, in fact, says a writer in the "Graphic," once formed a notable percentage of our man-of-war crews; curiously, at the very time when we were in the midst of the fiercest life-and-death struggle the British Empire was ever called on to face, the war with Napoleon, just a hundred years ago. These facts are taken directly from the muster-books of Nelson's men-of-war.

VESSELS LOADING.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, Rotterdam & Antwerp	Flintshire	J. M. & Co.	10 May
London and usual Ports	Assaye	P. & O.	27 April, Noon
London and Antwerp	Denbighshire	J. M. & Co	15 June
Marseilles, Havre and Hamburg	Sachsen	do	20 April
Marseilles, via Suez	Atsuta Maru	N. Y. K.	24 April, d'light
Marseilles, Havre and Hamburg	Sithonia	H. A. L.	27 May
Rotterdan, Hamburg & Antwerp	O. J. D. Ahlers	do	5 May
Havre, Bremen and Hamburg	C. F. Laeisz	H. A. L.	10 May
Havre, Bremen and Hamburg	Scandia	H. A. L.	7 June
Rotterdam, Hamburg & Antwerp	Arcadia	H. A. L.	31 May
Trieste via Singapore, &c.	Bohemia	S. W. & Co.	10 May
Trieste via Singapore, &c.	China	S. W. & Co.	1 May
Bremen Naples, Genoa &c.	Kleist	N. D. L.	30 April

New York, San Francisco and Canada.

New York	Matoppo	Bank Line	15 May
San Francisco via Shanghai and Japan	Manchuria	P. M. Co.	30 April, 1 p.m.
do do do	Mongolia	P. M. Co.	21 May
do do do	Nile	P. M. Co.	14 May, 1 p.m.
San Francisco via Shanghai & Japan &c.	Chiyo Maru	T. K. K.	7 May
do do do do	Nippon Maru	T. K. K.	28 May
do do do do	Tenyo Maru	T. K. K.	4 June
do do do do	Shinyo Maru	T. K. K.	25 June
Mexico, Peru, Chili via Japan	Hkong Maru	T. K. K.	7 June, Noon
do do do	Seattle Maru	O. S. K.	14 May
do do do	Kiyo Maru	T. K. K.	6 August
do do do	Buyo Maru	T. K. K.	4 October
Victoria & Tacoma via Shanghai & Japan	Panama Maru	O. S. K.	30 April
do do do	Mexico Maru	O. S. K.	28 May
Victoria, and Tacoma via Japan	Chicago Maru.	O. S. K.	13 June
do do do	Tacoma Maru	O. S. K.	11 July
Vancouver via Shanghai, Japan &c.	Emp. of Japan.	C. P. R. Co.	11 May
do do do	Montenglo	C. P. R. Co	1 June
Seattle, via Nagasaki &c.	Minnesota	N. Y. K.	3 May, Noon

Australia.

Australia	St. Albans	G. L. & Co.	27 April
Australian Ports &c., via Manila	Yawata Maru	N. Y. K.	10 May, Noon

Singapore, Coast Ports and Japan.

Singapore, Penang and Calcutta	Nansang	J. M. & Co.	27 April, Noon
do do	Muttra	J. M. & Co.	29 April, Noon
Singapore, Penang and Rangoon	Fultala	J. M. & Co.	10 May
Singapore, Penang, Rangoon and Calcutta	Totomi Maru	N. Y. K.	4 May
Japan	Tjitaroem	J. C. J. L.	S. half May
do	Tjipanas	J. C. J. L.	F. half May
Java, etc.	Tjiliwong	J. C. J. L.	26 April
do	Tjimanoek	J. C. J. L.	F. half May
do	Tjilatjap	J. C. J. L.	F. half May
Kudat and Sandakan	Borneo	M. & Co.	Middle of May
Manila	Loongsang	J. M. & Co.	27 April
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	30 April
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	8 May
Kobe and Yokohama	Coblenz	N. D. L.	3 May
do do	Kitano Maru	N. Y. K.	25 April
Yokohama and Kobe	Fazilka	J. M. & Co.	2 May, Noon
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	24 April, Noon
Tientsin via Weihaiwei	Cheongshing	J. M. & Co.	24 April, Noon
Weihaiwei and Tientsin	Huichow	O. S. K.	26 April, 4 p.m.
Tsingtau, Chefoo and Newchwang	Kiukiang	B. & S.	26 April, 4 p.m.
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	21 April, Noon
Swatow, Amoy and Foochow	Andalusia	do	30 April
do do do	Slavonia	do	30 April
Shanghai, Moji and Kobe	Ceylon Maru	N. Y. K.	24 April
Shanghai, Kobe and Yokohama	Monmouthshire.	J. M. & Co.	1 June, about
do do do	E. F. Ferdinand	S. W. & Co.	26 April
do do do	Sithonia	H. A. L.	24 April
do do do	Bayern	H. A. L.	8 May
Shanghai, Tsingtau, Kobe and Yokohama	Bulow	N. D. L.	2 May
Shanghai	Bohemia.	S. W. & Co.	5 May, d'light
do	Chinhua	B. & S.	25 April, 4 p.m.
do	Anhui	B. & S.	27 April, m'night
do	Tjimahi	J. C. J. L.	F. half May
do	Tjikini	J. C. J. L.	S. half May
do	Kwongsang	J. M. & Co.	25 April

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PASSENGERS.

Outward

Per P. and O. steamer Malwa, connecting with the steamer Assaye at Colombo. From London March 8:—

To Yokohama:—Mr. E. P. Broadwick.

To Shanghai:—Mr. D. Maitland.

To Hongkong:—Comdr. H. Luxmoore, Mr. E. P. Lang, Mrs. Miss, and Messrs. Lindstrom, Mr. F. W. Foster.

To Singapore:—Mr. R. S. Bainbridge, Miss E. Standerwick, Miss W. M. Church, Mr. H. F. Mills, Mr. H. V. Jordan, Mr. J. S. Mackay, Mr. T. S. Livingstone.

To Penang:—Mr. J. King, Mr. L. B. Symes, Mr. E. Nightingale, Miss F. Bridge, Mrs. G. D. Freer, Mr. D. C. Jeffrey, Mr. A. Goldie.

From Marseilles March 15.—

To Hongkong:—Mr. J. Bain.

To Penang:—Mr. H. T. Bingham, Mr. A. Scott, Mr. G. V. Oldham, Mr. J. Craig.

Per P. and O. steamer Borneo. From London March 9.

To Yokohama:—Mr. E. F. Seymour.

To Shanghai:—Mr. and Mrs. J. Male, Mrs. and Miss Parrott, Miss E. Roope, Miss L. Walker, Mr. and Mrs. A. Rouse and children, Capt. and Mrs. E. W. Atkinson, Miss A. Proctor, Capt. and Mrs. T. A. O. Best.

To Hongkong:—Mr. S. W. Harris, Mrs. T. Brazier and children, Mr. A. M. Pritchard.

To Singapore:—Mr. P. Glynis, Mr. E. C. H. Charlwood, Mr. P. G. Norman, Mr. J. R. Korridge, Capt. T. B. Olive, Lieut. B. T. C. Freath.

To Penang:—Mrs. W. N. Bright and child, Mrs. B. M. Smith, Mr. G. H. Jennings, Mr. and Mrs. W. E. Copeland, Mr. R. M. Fenton, Mr. Fairweather, Miss Crouly, Mr. D. C. Macaskill, Mr. J. L. Sime, Mr. P. C. Forbes, Mr. R. Taylor, Mr. A. R. Douglas, Miss K. Walker, Mr. N. Bevan, Mr. Hambly, Mr. W. E. Wallis.

Per P. and O. steamer China, connecting with the steamer Oceania at Colombo. From London March 23.

To Yokohama:—Mr. and Mrs. Trevelan and children.

To Singapore:—Mr. G. Frazer, Mr. B. R. C. Reid, Mr. H. de B. Williams, Mr. F. R. Sayers, Mr. N. W. Steinberg, Mr. H. H. Holdbrook, Mr. W. L. Horwell, Mr. W. A. Taylor, Mr. E. W. Tayleur, Mr. P. A. Winter, Miss L. Shand, Mr. G. E. Teale, Mr. R. J. A. Wynne, Capt. R. L. Moore, Mr. J. Milne. To Penang: Mr. Park and child.

From Marseilles March 30.

To Singapore:—Mr. A. Frazer.

Per P. and O. steamer Syria. From London March 23.

To Shanghai:—Mrs. and Miss C. L. Lowden.

To Hongkong:—Mrs. Ormiston and child, Mrs. W. J. Ratty and child.

To Samarang:—Miss K. Pentreath.

To Singapore:—Mr. E. Pugh, Mrs. Wolferstan, Mrs. and Miss Abrams, Mrs. J. B. Morrell, Capt. H. G. H. Morrell, Mr. W. R. G. Hickey, Mrs. E. Southam, Dr. C. Strickland, Mr. C. A. R. Goatley, Miss Anderson, Mr. W. Ancutt.

To Penang:—Mr. Park and child, Mr. and Mrs. F. Manu, Mr. and Mrs. J. Bailey and children, Mr. W. Field, Miss A. Borston, Mr. A. J. Hall, Miss L. Lefford, Mr. C. F. Bryer, Mr. T. Grieve, Miss Gildea, Mr. C. Strickland, Mr. J. E. Wilde, Mr. D. Graham, Mr. W. S. Harding, Mrs. D. Lawler-Bailey.

Per P. and O. steamer Macedonia, connecting with the steamer Devanha at Colombo. From London April 4.

To Singapore:—Mr. and Mrs. J. W. Boyd-Walker, Mr. and Mrs. S. A. Lane and child, Mr. C. E. W. Hogge, Mr. A. C. Vigers, Miss H. M. Barrett, Mr. G. Pierson.

From Marseilles April 11.

To Singapore:—Mr. and Mrs. T. H. Stewart, Mr. and Mrs. Rouhens and children,

Per P. and O. steamer Nore. From London April 6.

To Yokohama:—Mr. K. Ogilvie, Mr. F. Singer.

To Shanghai:—Mrs. and Master Wedermeyer.

To Hongkong:—Mr. W. T. Harbord, Mrs. A. C. Cleverley and child, Miss King.

To Singapore:—Mrs. T. W. Rowley and children, Mr. and Mrs. W. H. Hanson, Mr. H. K. Shaw, Miss A. L. MacKenzie, Mrs. W. Blake and child, Mr. and Mrs. R. Williams and child, Mr. P. Armstrong, Mr. N. Robertson, Mr. Handmann, Mr. A. E. Davis.

To Penang:—Mrs. Neubronner and children, Commander Mills, R.N., Mrs. and Misses J. F. Mills, Mr. F. H. N. Evans, Mr. T. H. Thorne, Mr. and Mrs. A. Dishman, Mr. C. H. Allin and child, Mr. W. C. Harley.

To Singapore:—Mr. de Roquefeuil.

Per P. and O. steamer Moren, connecting with the steamer Delta at Colombo. From London, April 19:—To Shanghai: Mrs. Henderson. To Singapore: Mr. E. A. Gibson, Mr. H. C. H. Lane. To Penang: Mrs. and Master Jarvis. From Marseilles, April 26.—To Shanghai: Mr. E. Fuller. To Hongkong: Mr. H. Sutton. To Singapore: Mr. J. Williamson.

Per P. and O. steamer *Simla*. From London, April 20.—To Singapore: Mrs. W. M. Sime and children, Mr. and Mrs. W. Butler and children. To Penang: Mr. W. Kaufmann, Mr. W. B. Milne, Mr. C. S. Gray, Mrs. Phillips.

Per N.D.L. steamer Prinz Ludwig. From Hamburg March 7—To Yokohama: Mrs. H. and Miss M. Sanojka, Mr. and Mrs. A. v. Winterfeld. To Hongkong: Mr. H. Riemenschneider, Mr. H. Schumacher, Dr. V. Sovilla, Mr. A. Lindner, Mrs. Buhrmann and children. From Antwerp March 11.—To Sourabaya: Mrs. W. De Beus. To Singapore: Mr. and Mrs. W. Coops, jun., Mr. and Mrs. J. Movy. From Southampton March 12.—To Yokohama: Mrs. Hauptmann Solger and child, Mrs. A Hide and child. To Shanghai: Mrs. A. Walsh and child, Miss H. D. Gordon. To Hongkong: Mr. and Mrs. E. W. Carpenter, Mr. G. B. Reid. To Sandakan: Mr. O. Holmann. To Singapore: Miss L. Sammy, Mr. G. Horne, Mr. A. Robertson, Mr. and Mrs. Lindsay Browne. To Penang: Mrs. R. Howitt and children. From Genoa March 21.—To Yokohama: Mr. and Mrs. E. Schaumloffel. To Kobe: Mr. and Mrs. C. Chicken. To Shanghai: Mrs. A. Henderson, Mr. Willich. To Hongkong: Dr. T. von Wesel, Dr. and Mrs. Salecker and child, Mr. Kammerich, Sister B. Burdener, Madam S. von Wechmer, Mr. B. von Harling, Mrs. M. Brucker, Miss E. Wilhelm, Mr. J. Mercier, Mr. Strohkorb. To Manila: Mr. and Mrs. Grossman, Mr. Hoyer, Mr. Paternoster. To Bangkok: Mr. A. Marlow. To Batavia: Mr. H. G. Gonsalves. To Sourabaya: Mr. J. de Haan, Mr. C. von Bezuje. To Samarang: Mr. J. P. A. Paris and family. To Belawan-Deli: Miss E. Wallach. To Singapore: Mr. L. Bendien, Mr. M. P. Omen, Mr. F. J. J. F. Biberle, Mr. P. Kracke, Mr. B. Bos, Mr. G. W. van Dapperen, Mr. van Hoegarde, Mr. Goldschmid. To Penang: Mr. M. Goldenberg, Miss Schmidt, Mrs. de Beaux, Mr. H. B. C. Falk. From Port Said.—To Hongkong: Miss W. M. Carden. From Colombo.—To Shanghai: Dr. and Mrs. Myderse, Mrs. McClellan, Mr. J. L. Tillotson. To Hongkong: Mr. F. J. Hemnett, Dr. H. E. Isaacson and daughters.

HOTEL LISTS.

King Edward Hotel.

Alexander, Mr. and Mrs. and child
Avenell, Mr. and Mrs.
Bannatyne, Capt.
Bannatyne, Miss M.
Bayly, C.
Bolillos, Dr.
Bradshaw, H.
Chatfield, N.
Chisholm, J.
Cowen, Mrs.
Edwards, F. F.
Ehrhardt, Mrs. and child
Ellis, Mr. & Mrs. R. H.
Elvines, C. A.
Fisher, F.
Ginkel, A.
Haskell, D.
Hills, A.
Hirano, H.
Hunter, H.
Klug, Dr.
Kemp, Capt. and Mrs. W. J.
Keston, A. C.
Kinghorn, Mr. and Mrs.
Kraft, Mr. & Mrs. W. D.
Lamittsen Mr. & Mrs. C.
Lemaire, Mr. and Mrs. & child
Loria, Consul
Lennox, J.
Manhoff, C. N.
Massey, Miss
Nash, J. S.
McCormack, J.
McHugh, Mr. and Mrs. F. E.
Midzushima, J.
Mody, Mr. & Mrs. J. H. N.
Muller, Dr.
Murray, M. F.
Nobbs, A. K.
Olsen, H.
Passmore, Capt. & Mrs.
Peal, C. A.
Pearman, H.
Percy, C. A.
Presbergon, H.
Ramsay, Mrs. R.
Ribeiro, D.
Reed, E. B.
Rees, L. C.
Shearer, Mr. and Mrs. J. S.
Sibree, Dr. A.
Silva, F. da
Smith, Mrs. A. G.
Spurge, H. S.
Stewart, Capt. & Mrs. Allan H and children
& Tonkes, Mr. and Mrs.
Watkins, H.
Waldron, J.
& Young, J. B.

Hongkong Hotel.

Aalst, Mr. & Mrs. J. van
Andrews, Miss I.
Ashton, P. G.
Baldwin, Mrs. A. M.
Boner, Mr. & Mrs. E.
Barnett, J. A.
Barry, Miss M. L.
Bate, E. R.
Beilken, B.
Bellilos, Mr. & Mrs. R. E.
Bellilos, Mrs. E. R. and maid
Ball, C. D. J.
Brill, Dr.
Brown, Mr. & Mrs. H. P.
Bumaan, F.
Calfopoulo, C. J.
Calman, M.
Cameron, Jr., B.
Casement, C.
Clark, Mrs. L.
Cobb, D. L.
Cowen, S. P.
Cowrie, R. C.
Cranston, J. W.
Crowe, W. E.
Crowell, Mrs. B.
Crowell, Mrs. B. C.
Curry, G. P.
Dalmeyer, Capt. N. J.
David, Hals
Davies, Hon. W. Rees, K.C.
D'Oettingen, V.
Drew, W. C.
Drummond, Mr. & Mrs. W. V.
Eames, E. J. W.
Eckel, Miss
Ehrenfels, Mr. and Mrs. H. C.
Elliott, Mrs. H. St. Clair
Elmore, F.
Fircks, F. Von
Fisher, H. G.
Florin, A. G.
Franke, F. W.
French, Mr. & Mrs. E. M. & child
Folsom, Miss T. O.
Fuller, Denman
Gaubert, R.
George, Mr. & Mrs. F. J.
George, Miss
Goldsmith, L. A.
Goold, Mrs. J. C.
Goulburn, V.
Gould, Mr. & Mrs. J.
Hale, Mr. & Mrs. B. A.
Hall, Capt. T. P.
Harlow, Capt.
Hart, Mr. & Mrs. F. W.
Herbert, Lt. G., R.N.
Hewett, Hon. E. A. C.M.G.
Hewett, Mrs. E. A.
Hirschemer, Miss I.
Hirschemer, F.
Hough, Dr. S.
Howard, Mr. and Mrs. E.
Howell, Mrs. D. L.
Howell, Miss M.
Humphreys, Major
Humphreys, Miss
Hurtado, E. L.
Hyde, H. E.
Innes, Capt. R.
Jones, Miss I. C.
Jones, H. W. and family
Joseph, R. M.
Casement, Mrs. D. J.
Julian, C. O
Knaggs, Capt. C. F.
Kruseman, A.
Kutz, J. F.
Kuwada, T.
Ladd, E. W.
Leefe, L. N.
Lehmann, R.
Lemaitre, R.
Lindbergh, Capt. C.
Linton, P.
Lloyd, G. T.
Long, Mrs. J. B
Lookwood, Mis D.
Lowenstein, Miss E.
Mackie, D. D.
Macqueen, T. M.
Menir, Lt. P.
Manning, Mr. & Mrs. L. H.
Manning, Maste H.
Marriott, Dr. O.
Marshall, Mr. and Mrs. J. T. W.
Marshall, W. B.
Martin, Mrs. G. H.
Matson, F.
McInnes, Mrs. H. C.
Mclnerny, J. D.
McInnes, W. M.
McKean, Dr. W.
McKeone, Mr. & Mrs. C. J.
Meisch ke-Smith, W.
Merlin, Miss J. L.
Mirrless, J. R.
Morris, J.
Mulder, Mr. and Mrs. J. D. F.
Mould, P.
Newburger, Mr. & Mrs. E. N.
Newman, Mr. and Mrs. E.
Nicoll, Mr. and Mrs. C. D.
Nissenson, Mr. & Mrs. B. & child
Noble, Mrs.
Northcomb e, Capt. and Mrs. F. D.
O'Connell, Miss J.
Orr, Miss A.
Orr, Mrs. E. A.
Orton, Mr. and Mrs. G. P.
Pinto, E. E. G.
Pelouze, Mr. and Mrs. W. N.
Peters, Mrs.
Prige, Mr. & Mrs. A. T.
Parry, Miss J. A.
Ray, E. H.
Raymond, E. M.
Reay, Miss F.
Rhys, J. Am
Ricketts, W. R.
Sadoine, Baron
Saul, Mr. & Mrs. J. B.
Schoenemann, F.
Schwolke, W.
Settle, R. T.
Shatto, Mrs.
Skrimshire, Lt. C. V. S.
Smith, E. E.
Smithers, Mrs. K. C.
Solomon, H. H.
Spalding, Dr. and Mrs. A. D. & inft.
Spittles, J.
Stanford, Mr. and Mrs. W. E. O.
Staufield, L.
Stopford, Lt. R.
Square, Miss W.
Stainer, Lt. and Mrs. C. E.
Thurston, H. W.
Troy, R. P.
Uyemura, K.
Vermeil, G.
Violett, Mr. and Mrs. E. E.
Vollbrecht, Mr. & Mrs. E.
Wall, G.
Waterman, E. J.
Watson, L.
Webster, Miss
Welch, A.
White, Mr. & Mrs. H. L. H.
Whitmarsh, A.
White, D.
Wiegand, L
Wilford, F. C.
Wilton, B. C.
Wright, Mr. and Mrs. J. F.

Grand Hotel.

Atkins
Bose, Du
Braga, J.
Brano
Brown
Bruhn, F.
Burns, L. N.
Claypool
Cox, R.
Crew, Mr. & Mrs. A. B.
Crighton W. T.
Doyle, Mr. & Mrs.
Frampton, Miss
Frith
Greenhill
Hall
Lon
Jahrand, Alfred
Keyt, Dr. F.
King
Lemesty, F. P.
Lyman
Lackey
McCormack, G.
McKean
Miller, E. D.
Myall, A. T.
Peyton-Griffin
Paben, Mr. and Mrs.
Pollard, C.
Pond, E. H.
Poole, Miss
Quealy, Mr. and Mrs.
Roberts, Mr. and Mrs.
Rogage, Dr.
Smith, Roy. H.
Spilman, H. A.
Stewart
Tempest, Miss
Teynan, J.
Theiler, Ferd.
Vierne, M. G.
Vincent
Ward
Young, Miss

Astor House.

Alexander, Mr. and Mrs. H. S.
Allured, Mr. and Mrs. P. J.
Beyersdorffer, J. C.
Bonar, G. A.
Birot, L.
Broc, A. de
Burgoine
Burnell, L. G.
Casablanca, Dr.
Carlson, Miss A. B.
Caulkins, Mr. and Mrs. G. W.
Cox, F. W.
Doughten, Mr. and Mrs. W. F.
Dye, Mrs. E.
Emerson, Dr. H. K.
Garry, C. F.
Goldenberg, Mr. & Mrs. A.
Gorely, Miss E. S.
Granado,
Granberg, H. M.
Hopkins, K. M.
Hoyt, Mr. & Mrs. W. H.
Jessen, Mr. E. V.
Johnso T. J.
Kemble, Dr. A. C.
Koch, A.
Lamm, H. de
Lapieque, P. A.
Leprieto, Miss F. E.
Lugebl, V.
Marshall, Miss
McOscar, E. J.
Mocker, Mrs. C. H.
MeyerMrs. B.
Montfort, Mr. and Mrs.
Mountain, Mrs. E. La
Morriss, Mrs. de
Morton, Mrs.
Muller, H.
Otti, F.
Pearce, Nurse
Pettigrew, R.
Petersen, W.
Pirovano, Aug.
Ritchey, E.
Russell, R. O.
Robinson, Dr. B. F.
Rosenthal, W.
Rousselin, Mrs. G.
Stewart, C. M.
Stewart, T. B.
Sullivan, J.
Tchernousky, A.
Ventors
Watson, Mr. and Mrs.
Ward, E. B.
Wong, Dr. C. H.

Craigiburn.

Adams, Mr. & Mrs. & 2 children
Aston, Lieut. and Mrs.
Bentley, J.
Caldwell, Mr. & Mrs.
Carleton, A. E.
Chinchen, S. J.
Gaskell, Mr. and Mrs. W. H.
Grant-Smith, Mrs.
Haselfoot, Lieut & Mrs.
Hinde, W. B.
Jones, Dr. & Mrs. Evan
Mackenzie, A.
Smitte, Mrs. G.
Thomas, H. P.
Wilson, L. G.
Wood, E. M.

UNCLAIMED TELEGRAMS.

Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—

Bard, Peak Hotel, from Oxnardcal.

Benjamin, Passenger Austria Lloydiano, from Shanghai.

Botoler, Hongkong Hotel, from Manila.

Captain Hunt, Punjabis, from London-Sub.

Compton, from Manila.

George Desbien, from Manila.

Hunelongue, Fathengkaihow Street, from Port Louis, Mauritius.

Jaun Wah, Connaught Road, from Friesland.

Konghaplong, from Manila.

Konhoplong, from Iloilo.

Kwongyak, from Singapore.

Lambert, from Manila.

Leongwa No. 30, Third floor, Pottinger Street, from Bangkok.

Major Alonzo Gray, steamer Yuensang, from Manila.

Mansfield, from Manila.

Mc., from Kualalumpor.

Mr. Vong Long Chez Chaimankwok Middle Market, from Saigon.

Nichols, from Manila.

Quangcntong, Bonham Strand, from Cienfuegos.

Quinan, passenger Korea, from Manila.

Schillege, from Manchester.

Taytiangsiong, from Samarang

Toongyaik Crop Sangcheong Twenty Main Street, from Kualakubu.

Teutonia, from Bangkok.

Yapkonfah, 129, Teckpootow, from Kuala Lumpor.

Yuenfat, from Bangkok.

0068, 3166, 2075, 5887, from Tientsin.

J. M. BECK,
Superintendent.

Great Northern.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Anatolia.

Chaney, E. A., Hongkong Hotel.

Chloang.

Chonghingloong, Mercer Street.

(2)

Chunhingchan, Wing Lok St.

Cudahy, Hongkong Hotel,

Gohkengee Sienyu.

Hangsingtai.

Kwonheeyin.

Liese, Passenger Princess Alice.

More Astor.

Pderson Bradley.

0022, 3883, 1344, 7127 (2).

0022, 3883, 2212, 2052.

2480, 0342, 3152, 5887.

2494, 7127.

2995, 1595.

3390, 1344, 5894, 0337, 0077, 0448.

H.K. Station April 14, 1911.

E. V. JESSEN,
Acting Superintendent.

FAR EASTERN NAVAL SQUADRONS.

BRITISH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Astræa	2nd class cruiser	4,360	10	7,000	Captain E. B. Kiddle	Shanghai
Atlas	Admiralty tug	615	—	1,400	———	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang
Britomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow
Cambrian	2nd class cruiser	4,360	10	7,000	Capt. J. E. Drummond	Hongkong
Cherub	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Clio	British sloop	1,070	—	1,400	Comdr. H. R. Veale	Canton
Fame	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Mource	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao
Kinsha	River gunboat	616	—	1,200	Lt.-Com. H. Marryatt	Hankow
Merlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco	Hongkong
Minotaur	Armoured cruiser	14,600	—	27,000	Capt. C. C. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M.V.O.	Hongkong
Moorhen	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtse
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambe	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtse
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	590	6	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtse
Taku	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	4,650	6	—	Comdr. Eyres	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungkiang
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Usk	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Bluett	Shanghai
Virago	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	626	—	450	Lt.-Com. R. L. Hancock	Hongkong
Welland	T.B.D.	590	—	57,00	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	360	5	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtsze
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow

* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.

Submarines:—

No. 36,	Lieut.-Comdr. Godfrey Herbert,	
No. 37,	Lieut.-Comdr. A. A. L. Fenner,	
No. 38,	Lieut.-Comdr. J. R. A. Codrington	
T.B. 025,	Lieut.-Comdr. Woodward,	West River.
T.B. 036,	Lieut.-Comdr. Davies,	West River.
T.B. 037,	Lieut.-Comdr. Nicol,	West River.
T.B. 038,	Lieut.-Comdr. Seymour,	West River.

AMERICAN.

Adder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,430	17	7,900	Com. C. S. Williams	Yokohama
Bainbridge	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root	Manila
Barry	Torpedo-boat destroyer	420	7	8,000	En. Robt. W. Cabaniss	Manila
Callao	Gunboat	243	8	250	Ensign Stuart W. Cake	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher	Manila
Decatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton	Yangtsze
Helena	Gunboat	1,397	18	1,800	Com. R. O. Bitler	Yangtsze
Juiros	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Mindoro	Gunboat	170	5	—	Lieut. C. A. Woodruff	———
Moccasin	Submarine	—	—	—	Ensign E. D. Whorter	Manila
Mohican	Station ship	1,900	—	5,211	Ensign Robt. V. Lowe	Manila
Monadnock	———	—	—	—	———	Cavite
Monterey	Monitor	4,084	4	5,200	Com. H. A. Bispham	Cavite
New Orleans	Cruiser	3,430	25	—	Com. William G. Miller	Yokohama
Pampanga	Gunboat	243	8	—	Lieut. George C. Pegram	Cavite
Porpoise	Submarine	—	—	—	Ensign L. C. Van de Carr	Manila
Quiros	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Rainbow	Cruiser	6,200	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Samar	Gunboat	242	8	250	Ensign N. H. Goss	Yangtsze
Saratoga*	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne	Yokohama
Shark	Submarine	—	—	—	Ensign Hedry M. Jenson	Manila
Villalobos	Gunboat	370	9	500	Lieut. W. L. Friedell	Yangtsze
Wilmington	Gunboat	1,397	20	1,894	Comdr. W. A. Edgar	Hongkong

* Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.

GERMAN.

Emden	Cruiser	3600	22	13,500	Capt. v. Restorff	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain v. Usslar	Tsingtau
Iltis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtsze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lut. Berrenberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lut. Frhr Fircks	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai

FRENCH.

Dupleix **	Armoured cruiser	10,014	30	20,000	———	Hongkong
Kleber	1st Class cruiser	9,700	12	19,600		Saigon
Decidee	Gunboat	645	10	1,000	Lieut. de Linares	Saigon
Argus	River gunboat	180	6	570	Lieut. d'Estienne	Canton
Vigilante	Gunboat	123	7	500	Lieut. Biscall	Canton
Peiho	Gunboat	130	—	—	Lieut. Puech	Tongku
Esturgeon	Submarine	—	—	—	Lieut. Combot	Saigon
Lynx	Submarine	—	—	—	Lieut. Marrs	Saigon
Perle	Submarine	500	—	—	———	Saigon
Protee	Submarine	—	—	—	Lieut. Morris	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Seriot	Saigon
Fronde	Destroyer	350	7	303	———	Saigon
d'Ibrville	Destroyer	—	—	—	———	———
Takou	Destroyer	250	9	—	———	Saigon Reserve
Pistolet	Destroyer	130	7	300	Comdr. Mortenol	Hongay
Mousquet	Destroyer	307	6	300	Lt. de le R. Kerandrson	Saigon
Vauban	Torpedo-depot	—	—	—	———	Hongay
Veteran	Torpedo-depot	—	—	—	Lieut. Bihel	Cap. St. Jasques
Mancha	Surveying-ship	1,625	10	9,000	Com. Ragot de Touche	Saigon

** Flagship of Rear-Admiral Collooh de Kerillis, Commander-in-Chief, the French China Station.

* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.

PORTUGUESE.

Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Captain J. Milheiro	Macao

MARKET PRICES.

Hongkong, April 5, 1912.

BUTCHER MEAT. 肉食

	Cts.	
Beef Sirloin & Prime Cut,—Mei Lung Pa ...	lb. 20	尼龍扒
„ Corned,—Ham Ngau Yuk	„ 20	鹹牛肉
„ Roast,—Shiu „	„ 20	燒牛肉
„ Breast,—Ngau Lam „	„ 16	牛腩
„ Soup,—Tong Yuk „	„ 15	
„ Steak,—Ngau Yuk Pa	„ 20	牛肉趟
„ do. —Sirloin Cotom—Ngau Lau	„ 30	牛柳
„ Sausages,—Ngau Chaung	„ 24	牛腸
Bullock's Brains— „ Know	per set 9	牛腦
„ Tongue fresh,—Ngau Li	each 45	牛脷
„ „ corned,—Ham Ngau Li ...	„ 60	鹹牛利
„ Head,—Ngau Tau	„ 6	頭
„ Heart,—Ngau Sum	„ 12	牛
„ Hump, Suit,—Ngau Kin	„ 18	牛肩
„ Feet,—Ngau Kask	„ 9	牛脚
„ Kidneys,—Ngau Yiu	„ 9	牛腰
„ Tail,—Ngau Moi	„ 18	牛尾
„ Liver,—Ngau Kon	lb. 12	牛肝
„ Tripe (undressed),—Ngau To	„ 6	牛肚
Calve Head & Feet,—Ngau-chai-tau-kark ...	set $1	牛仔頭脚
Mutton Chop,—Yeung Poi Kwat	lb. 22	羊排骨
„ Leg,—Yeung Poi	„ 22	比
„ Shoulder,—Yeung Shau	„ 20	手
Pigs Chitlings,—Chu Chong	„ 22	猪腸
„ Brains,—Chu Know	per set 24	猪腦
„ Feet,—Chu Kark	lb. 12	猪脚
„ Fry,—Chu Chak	„ 25	猪雜
„ Head,—Chu Tau	„ 15	猪頭
„ Heart,—Chu Sum	each 13	猪心
„ Kidneys,—Chu Yiu	„ 9	猪腰
„ Liver,—Chu Con	lb 30	猪肝
Pork, Chop,—Chu Pai Kwat	„ 20	猪排骨
„ Corned,—Ham Chu Yuk	„ —	鹹猪肉
„ Leg,—Chu Pei	„ 24	猪
„ Fat or Lard,—Chu Yau	„ 15	猪
Sheep Head and Feet,—Yeung Tau Kark ...	set 50	頭
„ Heart,—Yeung Sum	each 6	羊心
„ Kidneys,—Yeung Yiu	„ 9	腰
„ Liver,—Yeung Con	1 24	肝
Sucking Pigs, To Order—Chu Chui	„ 22	猪仔
Suet, Beef—Sang Ngau Yau	„ 20	生牛油
„ Mutton,—Sang Yeung Yau	„ 22	生油
Veal,—Ngau Chai Yuk	„ 20	仔牛肉
„ Sausages,—Ngau Chai Chaung	„ 20	牛仔腸

POULTRY. 生口

	Cts.	
Chicken,—Kai Chai	lb 30	鷄仔
Capons, Large, Small,—Sin Kai	„ 30	騸鷄
Ducks,—Ap	„ 30	鴨
Doves,—Pan Kau	each —	斑鳩
Eggs, Hen—Kai Tan	per doz 24	鷄蛋
Fowls, Canton,—Kai	lb 33	鷄
„ Hainan,—Hoi Nam Kai	„ 28	海南鷄
Geese,—Ngoi	„ 25	鵝
Geese, Wild S'hai,—Shang-ho Yen Ngoi ...	pair —	上海野鴈
Musk Deer,—Wong Keng	each —	黃麞
Hare, Shanghai,—Tu Chai	„ —	兎仔
Partridge,—Cho Khoo	„ —	鷓鴣
Pheasant,—Shan Kai	pair $ 1 —	山鷄
Pigeons, Canton,—Pak Kup	each 30	鴿
„ Hoihow,—Hoi How Pak Kup, ...	„ 25	京口白
Quail,—Um-Chun	„ 20	鶴鶉
Rice Birds,—Wo Fa Cheul	dozen —	禾花雀
Snipe,—Sa-Choy	each 20	沙雀
Turkeys, Cock—Phor Kai Kung	lb. 51	火公
„ Hen, „ „ Na	„ 05	火
Wild Ducks, S'hai—Shang hoi Sui Ap ...	„ —	上海水鴨
Teal,—Sui Ap Chai, ...	„ —	水鴨仔
Wild Ducks Canton—Sang-Shing Sui Ap ...	„ —	溏水鴨

FISH. 海鮮

	Cts.	
Barbel,—Ka Yu	lb 9	加魚
Bream,—Bin Yu	„ 16	鯿魚
Canton Fresh Water Fish,—Hoi Sin Yu	„ 16	海
Carp,—Li Yu	„ 22	鯉魚
Catfish,—Chik Yu	„ 18	赤魚
Codfish,—Mun Yu	„ 18	鱈魚
Crabs,—Hai	„ 20	蟹
Cuttle Fish,—Muk Yu	„ 15	墨魚
Dab,—Sa Mang Yu	„ 14	沙孟魚
Dace,—Wong Mei Lun	„ 11	鱖尾黃
Dog Fish—Tit Tu Sa	„ 8	鉄倒沙
Eels, Congor,—Hoi Mann	„ 15	海鱔
„ Fresh water,—Tam Sin Yu	„ 16	淡大魚
Eels, Yellow,—Wong Sin	„ 28	黃鱔
Frogs,—Tien Kai	„ 32	
Garoupa,—Sek Pan	„ 52	石班魚
Gudgeon,—Pak Kup Yu	„ 12	白鴿立
Herrings,—Tso Pak	„ 20	甲魚海
Halibut,—Cheung Kwan Kup	„ 28	脚花
Labrus,—Wong Fa Yu	„ 16	
Lonch,—Wu Yu	„ 28	烏魚
Lobsters,—Lung Ha	„ 20	蝦魚白
Mackerel,—Chi Yu	„ 24	魚魚魚
Monk Fish,—Mong Yu	„ 28	芒
Mullet,—Chai Yu	„ 15	鯔
Oysters,—Sang Hoo	„ 20	生蚝
Parrotfish,—Kai-Kung-Yu	„ 10	鷄魚
Perch,—Tau Loo	„ 15	頭
Pike,—Fa Paw Poong	„ 8	花
Plaice,—Pan Yu	„ 18	班魚
Pomfret, Black,—Hak Chong	„ 22	黑
Pomfret, White,—Pak Chong	„ 28	白
Prawns,—Ming Ha	„ 52	明蝦
Ray—Pai Pa Sa	„ 8	琵琶沙
Rock Fish,—Sek Ka Kung	„ 15	石
Salmon,—Ma Yau Yu	lb. 4	鮭
Shark,—Sa Yu	„ 9	
Skate,—Po Yu	„ 10	魚
Shrimps,—Ha	„ 22	蝦
Snapper,—Lap Yu	„ 24	立魚
Soles,—Tat Sa Yu	„ 18	沙魚
Tench,—Wan Yu	„ 18	鯇魚
Turbot,—Cho How Yu	„ 20	左口魚
Turtles, small, fresh water,—Kork Yu	„ 57	脚魚
White Bait,—Ngau Yu Chai	„ —	銀魚仔

FRUITS 菓子

	Cts.	
Almonds,—Hung Yau	lb. 25	杏仁
Apples (California)—Kom San Ping Kho ...	„ 15	金生平菓
„ (Chefoo)—Tin Chun Ping Kho ...	„ —	天津平菓
„ Small,—Hoi Tong	„ —	海棠
„ Custard,—Fan Lai Chi	each —	番枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb. 4	城香蕉
„ (brides), Macao,—San Heung Chiu ...	„ —	山香蕉
Chestnuts, Chinese,—Foong Lut	„ 15	風栗
Carambola,—Yeung Tue	—	楊桃
Cocoanuts,—Yeh Tse	each 12	椰子
Lemons, China,—Ning Moong	„ 10	檸蒙
„ America,—Kum San Ning Moon ...	„ 6	金山檸檬
Lichees Dried,—Lai Chi, small Stone	lb 25	荔枝乾
„ Fresh, ...	„ —	枝淋
Limes, (Saigon)—Sai Kung Ning Moong ...	each „ 10	西貢
Mango, Manila,—Lui Sung Mong	„ 14	呂宋芒
Mangosteens,—San Chuk Tse	doz —	山竹子
Oranges, (Canton)—San-shing Tim Ching ...	lb 8	省城甜橙
„ Sweet	„ 15	橙
Pears, (American),—Kam San Shoot Lay ...	„ —	金山雪梨
„ (Canton), Cooking,—Sa Lay	„ 12	沙梨
Peanuts,—Fa Sang	„ 10	
Persimmons Large,—Hung Chio	„ —	紅
Pine-apples, 1st quality,—Poon Ti Paw Law	each „ —	本地波蘿
„ 2nd „ —Chung-tang Paw Law	„ —	中等波蘿
Plantain,—Tai Chen	lb —	大蕉
Plums,—Swatow, Hung Lai	„ —	紅梨
Pumelo, Siam,—Chim Lo Yau	each 14	暹羅柚
„ Shanghai,—Lo Kwat	„ —	上海蘆柑
Walnuts,—Hop Tuo	lb 15	合桃
„ Green,—Sang Hop Tuo	„ —	生合桃
Water Melon,—(Am.) Kom San Sai Kwa ...	each —	金山西瓜
„ (China) Sai Kwa	„ —	西瓜
Grapes,—Sang Po Tai Tso	lb —	生葡提子

VEGETABLES, &c. 菜蔬

	Cts.	
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb 8	丁治竹
Beans, (French), Macao,—Oh Moou Pin Tau ...	„ 6	澳門邊豆
„ (French) Shanghai,—Sheung Hai Pin Tau	„ —	上海豆邊
„ Sprout,—Ah Cho	„ 3	芽菜
„ Long,—Tau Ko	„ —	豆角
Beet Root,—Hung Choi Tau	each 2	紅菜頭
Brinjals, Green,—Ching Yuan	„ 6	青元茄
„ Red,—Hung Ker	„ 5	紅茄
Cabbage, Chinese, corn,—Kai Choy	„ 8	芥菜
Cabbage Red,—Hung Yen Choy	„ 12	紅柳菜
Cabbage, Shanghai,—Yeh Choi	„ —	菜
Cane Shoots, bunch,—Kau Shun	lb. —	膠筍
Cauliflower, Large size,—Tai Yeh Cho Fa ...	each —	大柳菜花
„ Medium size,—Cheung Yeh Cho Fa ...	„ —	中柳菜花
„ Small size,—Sai Yen Choi Fa	„ —	細柳菜花
Carrots,—Kam Shum	lb. 6	金笋
Celery, Chinese,—Tong Kan Choi	„ 8	唐芹菜
„ English,—Yeung Kan Choi	„ 5	洋芹菜
Chillies Dried,—Gon Lat Chiu	„ 15	乾辣椒
„ Red,—Hung Far Chiu	„ 10	紅花
„ Green,—Ching Lat Chiu	„ 8	青
Curry Stuff, English,—Kar Lee Chu Liu ...	„ 10	茄厘粉
Cucumbers,—Ching Kwa	„ 2	青瓜
Ritter Squash,—Fu Kwa	„ —	苦瓜
Garlic,—Que Tau	„ 8	蒜頭蓉
Ginger, young,—Sun Tse Keung	„ 6	新子
„ old.—Lo Keung	„ 8	老
Horse Radish, Shanghai,—Lik Kan	„ 15	力根
Indian Corn,—Suk Mai	each 5	粟米
Lettuce,—Yeung Sang Choi	„ 1	洋生菜
Water Chesnuts,—Ma Tai	lb. 6	馬蹄
„ Mandarin,—Kwai Lum Ma Tai	„ 8	桂林馬蹄
Mushrooms, Fresh,—Sang Cho Koo	„ —	生草菇
Mush Melon, Amer.—Kam-san Hong Kwa ...	each —	金山
Okroes	b —	———
Onions Bombay,—Yeung Chong Tau	„ 8	洋葱頭
„ Green,—Sang Chong	„ 6	生葱頭
„ Shanghai,—Shang-hoi Chong Tau	„ 8	上海葱頭
Papaw, 1st qual.,—Tai Man Sau Kua	each —	大萬壽菓
„ 2nd Chung „	„ —	中萬壽
Parsley,—Kun Cho	„ 8	芹菜
Green Peas,—Ching Tau	lb. 8	青豆
Potatoe, Sweet,—Fan Shu	„ 3	蕃薯仔
„ Shanghai,—Shang-hoi Shu Tsa	„ —	上海蕃仔
„ Japan,—Yut Poon Shu Tsa	„ —	日
„ American,—Fa Ki Shu Tsa	„ 8	旗花
„ Foochow,—Foo-chow Shu Tsai	„ 3	州薥
Pumpkin,—Tong Kwa	„ 3	冬瓜仔
Radish,—Hung Lo Pak Tsai	„ 4	紅蘿白
Rhubab (Fresh),—Tai Wong	„ —	大黃
Sago,—Tse So	„ —	紫蘇
Shallots,—Gon Chung Tau	„ 8	葱
Spinach,—Yin Choi	„ 5	
Tomatoes,—Fan Ker	„ 8	
Taros,—Wu Tau	„ 6	
Turnips, Punti, (Long),—Lo Pak	„ 3	蘿蔔
„ English,—Yeung Lo Pak	„ 2	蘿
Vegetable Marrow,—Chit Kwa	„ —	節
„ (American),—Kum-san Chit Kwa	„ —	山節
Water Cress,—Sai Yeung Cho	„ 8	西菜
„ Lily root,—Lin Ngau	„ 5	蓮藕
Yams,—Ta Shu	„ 6	

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-ROWLANDS,
Secretary, Sanitary Board.

COMMERCIAL.

Rubber Share Market.

Messrs. Zorn & Leigh-Hunt's Mid-weekly Reporton the Rubber Share Market and List of Quotations, dated March 20 states: Nothing sensational has occurred in the rubber share market during the past week, but there is a continuance of solid investment buying, and good-class shares are in scanty supply. Consequently the market all round is distinctly hard in tone, and there have been evidences of bear closing in several of the leading shares. The position of the commodity market continues to be most satisfactory, and yesterday Hard Para rose to 5/- per lb., a price which had not been reached since May of last year. The demand for plantation Rubber keeps strong, first latex being 5/9 per lb., while important "forward" sales for delivery during the whole of 1913 continue to be reported at 4/8 and 4/9 per lb. In common with the rest of the stock exchange, the rubber share market suffered from a wave of depression over the week-end, due to the coal strike, political uneasiness, and the break in the Nigerian tin market, but the investment buying, to which we have already alluded, has, during the last day or two, fully made up for any set-back in quotation which then occurred.

Anglo Malays are bid for at 17.4.1-2. Batu Tigas do not offer below 3.7-8. Borneo Trusts have been taken at 8.4.1-2. A good demand for Briehs has lifted the price 1.16. Buyers are still about, but shares are not offering under 1.5-16. Bukit Kajangs are 2.29-32 bid. Bukit Mertajam Options are still wanted at 9d. Bukit Rajahs have remained stationary after their recent good advance. Bukit Sembawangs do not offer below 1-8. This share is being singled out by investors as a low-priced lock-up. The issue of new shares by Ceylon Timber and Rubber at 2-6 has not affected the quotation of existing shares. Cicely issues are the turn higher. Consolidated Malays, after reacting to 16/-, have moved up to 17/- bid. A large number of shares have been taken by investors around 16-3. Damansaras are wanted around 5.1-4. F.M.S. are buyers about 22. Galangs are 5-7.1-2 bid; a few offer at 5-0. Glen Bervies have been taken at 2. Highlands, after reacting to 4, are now bid for at 4.1-8. Dealers were caughtout of Inch Kenneths, and did not get stock under 8.3-8. Java Plantations are 2.1-8 bid. Kamna are bid for at 74.1-2, Kepitigallas have been done at 15.3. Kualas at 7.3-16 xd show very little alteration. Labus have been taken for investment around 9-6. Langkat Sumatra and Lankat Rubber keep their quotations. Malaccas are firm at 13.11-16 and 13.3-16 respectively. Patalings are 2.5-32 bid. Peraks have eased to 7-6. Rubanas are wanted at 1.11-16. Sedenaks are buyers at 1.25-32 bid. Straits Rubbers are buyers around 5.1-8; shares, however, are scarce. Strathmores have improved to 1.5-8. There has been a lot of investment buying of Sumatra Paras. Sungei Babrus are wanted at 5.1-6 dis. Sungei Ways are 5.11-16 bid. United Serdangs have fallen 1-8 to 5.0-16. Ulu Rantaus have been done at 4.1-4. Yam Songs are wanted at 8/-6.

The greatest problem connected with the conservation of the country's natural resources is the care and protection of the Woodlands in charge of the Forest Service.

Public Companies

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 2nd April to the 4th May, 1912 both days inclusive.

By Order of the Board of Directors.
GIBB LIVINGSTON & CO.,
Agents.
Hongkong, 17th April, 1912. [311

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Offices of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th April, 1912. [301

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A Special General Meeting of the Members will be held on THURSDAY, the 25th April, 1912, at 4 p.m. in the Chamber Room, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the Legislative Council.

Notice in writing of the names of Candidates and of their Proposers and Seconders to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 20th April, 1912. [320

Auctions

Public Works Department.

No. S. 119.—It is hereby notified that the following Sale of Crown Land by Public Auction will be held at the Offices of the Public Works Department on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E.	S.W.	S.E.	N.W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Inland Lot No. 1911	Behind French Convent (Caine Estate) Leighton Hill.	150	150	300	300	45,000	180	4,500

The Purchaser of the Lot will also have to pay the sum of $25 for boundary stones and $30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.
Hongkong, 20th April, 1912. [325

Public Works Department.

No. S. 118—It is hereby notified that the following Sale of Crown Land by Public Auction will be held at the Offices of the Public Works Department, on MONDAY, the 29th day of April, 1912, at 3 P.M.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E.	S.W.	S.E.	N.W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1916	Below Kennedy Road, near end of Inland Lot No. 1876	90	105	89	74	9,424	64	1,410

The Purchaser of the Lot will also have to pay the sum of $32 for boundary stones and $10 for the Crown Lease.

W. CHATHAM,
Director of Public Works.
Hongkong, 20th April 1912. [326

To Sail

Regular Steamship Service

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope).

S.S. "MONTROSE" on or about 28rd April.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.
Hongkong, 10th April, 1912. [288

THE AMERICAN & MANCHURIAN LINE.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"MATOPPO,"

Captain Dormand, will be despatched for the above port on or about WEDNESDAY, 15th May.

For Freight and further information, apply to

THE BANK LINE, LTD.,
General Agents.
Hongkong, 15th April, 1912. [309

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"JAPAN,"

Captain A. Stewart, will be despatched for the above ports on WEDNESDAY, the 24th April, at 1 p.m.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 20th April, 1912. 319

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th April, at 9.30 a.m.

All claims must reach us before the 30th April, 1912, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 17th April, 1912. [7

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 19th April, 1912. [8

THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 80,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th Jan 1912. [111

Banks

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.
Head Office:—60, Wall Street, New York.
London Office:—36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Reserve about £4,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for the year at 4% per annum or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and Sale of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG,
Manager.
9, Queen's Road, Hongkong.
Hongkong, 22nd March, 1912 [10

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORISED CAPITAL	Yen	48,000,000
PAID-UP CAPITAL ...	,,	30,000,000
RESERVE FUND ...	,,	17,590,000

Head Office.—YOKOHAMA.

Branches and Agencies at

Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Peking
Fengtien	Ryojun Port (Arthur)
Hankow	
Honolulu	San Francisco
Kobe	Shanghai
Liao-Yang	Tiehling
London	Tientsin
Lyons	Tokyo

INTEREST ALLOWED ON CURRENT ACCOUNT.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. 18

Notices

NOTICE OF REMOVAL.

WM. POWELL, LTD., beg to announce that their establishment in Alexandra Buildings will be closed on SATURDAY NEXT, in order to facilitate the removal to their New Premises, which will be opened on MONDAY NEXT, April 29th.

Hongkong, 22nd April, 1912. [328

HONGKONG ELECTRIC CO., LTD.

NOTICE.

ON and after May 1st, 1912, the charge for lighting fans, etc., will be reduced to cents TWENTY-SEVEN per UNIT, and the charge for Radiators and Motors to cents TEN per UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th April, 1912. [312

NOTICE.

WE have This Day REMOVED our Offices to Top Floor, POWELL'S NEW BUILDING, 12, Des Voeux Road Central.

A. B. MOULDER & CO.
Hongkong, 15th April, 1912. [314

THOSE wishing to enter for the SOLDIERS' CLUB CRICKET AND FOOTBALL CHALLENGE SHIELD, Competitions should notify Mr. THORNHILL of the Soldiers' Club.

Entrance Fee $5.
Hongkong, 2nd March, 1912 [218

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th April, 1912. 86

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911 [36

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ..... $19,000,000.
RESERVE FUNDS:
Sterling £1,500,000 at 2/- 15,000,000
Silver 15,750,000
$31,750,000
RESERVE LIABILITY OF PROPRIETORS $19,000,000

COURT OF DIRECTORS
R. Shellim, Esq.—Chairman
F. H. Armstrong, Esq.—Deputy Chairman.
Andrew Forbes, Esq. — G. H. Medhurst, Esq.
G. Friesland, Esq. — W. L. Pattenden
C. S. Gubbay, Esq. — Hon. Mr. C. H. Ross
G. R. Laurens, Esq. — H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. B. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent. per Annum on the daily balances.
ON FIXED DEPOSITS:
For 3 months, 3½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at $3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,650,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 11th April, 1912. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ..... Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin	Calcutta	Canton
Hamburg	Hankow	Kobe
Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT,
Manager.
Hongkong, 9th Oct., 1911. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital		£1,500,000
Subscribed	,,	1,125,000
Paid Up	,,	562,000
Reserve Fund		365,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay.	Galle.
Calcutta.	Singapore.
Howrah.	Penang.
Madras.	Kota Bahru, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.
Kandy.	

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

P. C. MACDONALD,
Manager.

Exchange

Selling,	
T/T.	1/11⅛
Demand	1/11 11/16
30 d/s	1/11⅛
60 d/s.	1/11 13/16
4 m/s.	1/11⅞
T/T. Shanghai	73
T/T. Singapore	84½
T/T. Japan	96¼
T/T. India	147
Demand India	147½
Demand, Manila	97
T/T. San Francisco and New York	47⅛
T.T. Java	118½
T/T. Marks	202
T/T. France	2.48⅛

Buying.	
4 m/s. L/C	2/-⅛
4 m/s. D/P	2/-¼
6 m/s. L/C	2/-¼
30 d/s. Sydney & Melbourne	2/-⅜
30 d/s. San F'co & New York	48⅛
4 m/s. Marks	207
4 m/s. Francs	2.53½
3 m/s. do	2.55½
Bar Silver, ready	27 5/16
forward	27⅛
Bank of England rate	3½%
Sovereign	$10.06

Subsidiary Coins.

Discount per $100.

Chinese	...20 cts. pieces	...$7
Chinese	...10 ,,	...$7⅛
Hongkong	20 ,,	...$5⅛
Hongkong	10 ,,	...$6⅛

Opium Quotation.

April. 19.

Malwa, New	$3,450	per pic.
Malwa, Old	3,500	,,
Malwa, V. Old	3,575	,,
Persian, fine quality	1,725	,,
Patna, New	3,850	per che.
Patna, Old	3,800	,,
Benares, New	3,850	,,
Benares, Old	3,800	,,

SHARE REPORT.

S.—SELLERS. SA.—SALE. B.—BUYERS

Stocks & Paid up Value.		Closing Q'tions.		Last Dividend and Date.
BANKS.				
Hongkong & S'hai	$125	$850	s.	£2.5.0 at ex 1/10½ equal to $24.27 for ½ year ending 31·12·11
		£33/10/-		£2 equal $22.32 for ½ year ending 30 June 1911
MARINE INSURANCES.				
Cantons	$50	$210	b.	$16 for 1910
North China	£5	T145	s.	Interim of 10/- for 1910
Unions	$100	$865	sa.	Final of $20 making $50 for 1909 and Interim of $30 for 1910
Yangtzes	£50	$210	•	$12 for 1 09 and Int. of $3 on account of 1910
FIRE INSURANCES.				
China Fires	$20	$132	sa.	$7 & b's of $2 for 1910
Hongkong Fires	$50	$342	b.	$27 for 1910
SHIPPING.				
China & Manilas	$25	$11½	s.	$1 for 1906
Douglas Steamships	$50	$21	b.	5 p.c. for year end'g 30·6·11
Steamboats	$15	$27½	s.	Dividend of $1 for half year ending 31·12·11
Indo-Chinas (Preferred) (Deferred)	£5	$70	b.	3% final making 6% for 1908 6% div. for 1909 on preferred shares
		112,	s.	1/- per share Coupon No 15 2/6 per share Coupon No. 16 for 1910.
"Shell" Transports	£1	£11	b.	Div. 7 p. c. for year ending 30.4.11
		$82		
"Star Ferry"	$10	$20		Bon. 5 p. c.
	$5			
REFINERIES.				
China Sugars	$100	$107	b.	$10 for 1910
Luzon Sugars	$100	$88	s.	$3 for 1897
MINING.				
Chinese Engineerings	£1	40/-	s.	Interim of 1/- on account for year ending 28.2.11 (Coupon No.18)
Tronohs	£1	69/-	b.	
Raubs	£1	$4¼	b.	1s. 2d. per share on 150,000
DOCKS, WHARVES, & GODOWNS.				
Kowloon Wharfs	$50	$58	sa.	$3 for year ending 31.12.11
H. K. & W'poa Docks	$50	$48	s.	$1 final dividend for year 1912
Shanghai Docks	T. 100	T.54		Tls. 2½ for 1910
Hongkew Wharfs	T. 100	T.85		Final of Tls. 4 for 1910
LANDS, HOTELS & BUILDINGS.				
Anglo French Lands	T.100	T.94	b.	Tls. 6 29·2·10
Hongkong Hotels	$50	$109	b.	$3 on old shares, $1.50 on new shares for half year 31·12·11
		$68	b	
Hongkong Lands	$100	$105	b.	Interim div. of $3½ for 1911
Humphreys Estates	$10	$7½	b.	40 cents for 1911
Kowloon Lands	$30	$34½	b.	$2.75 for 1911
Shanghai Lands	T. 30	T.87		5% for half year to 30·6·11.
West Points	$50	$54	b.	Interim div. of $2 for 1911 and final of $2 making $4.00 for 1911
Manila M'pole Hotel	P.10	P.8		15 per cent. for 1910
COTTON MILLS.				
Ewos	T. 50	T.92		T4 for year ended 31·10·10
Hongkong Cottons	$10	$5		T7 for year ended 20·12·10
MISCELLANEOUS.				50 cents 31.7.08
China-Borneo	$12	$10½	b.	$1 for 1910
Light and Powers	$10	$1.50	b.	
Do. (Spec. shares)	$1			
China Providents	$10	$8	b	70 cents for 1911
Dairy Farms	$6	$21½	b.	$1.25 for year end'g 31·7·11
Green Islands	$10	$4¼	b.	40 cents for 1911
Hongkong Electrics	$10	$23¼	b.	$1.20 per share and b's of 10 cents
				Final div. of $10 for year ending 31·12·11
Hongkong Ices	$25	$205		$1 interim account 1911
Hongkong Ropes	$10	$18		(Special bonus T.2 15·1·11
				Interim div. T.1½ 15·3·11
Langkats	s. 10	T.70		Interim div. T.1½ 15·6·11
				Interim div. T.1½ 15·9·11
Morning Post	$25	$22		None
Peak Tramway	$10	$12½	b.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30·4·11
Do. (new)	$1	$1.20		
Philippines	$10	$5	b.	None
H. Price & Co., Ld.	$10	$12	b.	$1.50 for 1910
Societe des Preferred	$50	$37½		
Papeteries paid up	$50			First year
du Tonkin				
Shanghai-Sumatras	T. 20	T110		
Steam Laundry	$5	$5	s.	No dividend this year
				50 cts. for year end'g 30.5.12
United Asbestos Oriental Agency, Ld.	$10	$10		15 per cent. per ordinar- share for year ended 31·5·1911
United Asbestos Founders Shares	$10	$300		
Union Waterboat	$10	$7	b.	75 cents. per share for year ending 31·12·1911
				10 per cent. for year ending 31·7·10
Wilhelmsen, Ltd.	$10	$15	b.	30 cents for 1910
Watson	$10	$5½	sa.	
William Powell		$6½	s.	

Corrected by 3 p.m. April 19, 1912. by WRIGHT AND HORNBY, Share Brokers, Queen's Building, Ltd. (adjacent Exchange).
"The Telegraph" does not hold itself responsible for any of the above quotations.

SPORT.

Results of Home Football Matches.

STATE OF THE LEAGUE TABLES.

The results of the home football matches, with the state of the League tables, are given as on March 23:—

The League.—Division 1.

*Blackburn R.	3	Bradford City	1
*Bury	1	Oldham A.	1
*Everton	1	Preston N. E.	0
*Manchester U.	1	Liverpool	1
*Middlesbrough	1	Sheffield U.	1
Newcastle United	1	*Notts County	1
Bolton W.	1	*Sheffield W.	0
*Sunderland	1	Woolwich A.	0
*Tottenham H.	2	Aston Villa	1
*West Bromwich	1	Manchester C.	1

	P.	W.	L.	D.	P.
Blackburn R.	30	16	7	7	39
Sheffield W.	32	14	10	8	36
Newcastle United	31	16	11	4	36
Bolton W.	32	17	13	2	36
Everton	30	16	10	4	36
Sheffield United	33	12	12	9	33
Tottenham H.	30	13	10	7	33
Aston Villa	32	13	12	7	33
West Brom. A	29	13	9	7	33
Sunderland	32	11	10	11	33
Middlesbrough	30	12	10	8	32
Manchester U.	29	11	9	9	31
Bradford City	30	12	12	6	30
Woolwich A.	31	11	12	8	30
Notts County	32	11	15	5	29
Oldham Athletic	29	10	12	7	27
Liverpool	31	8	14	9	25
Preston N. E.	31	9	15	7	25
Manchester City	30	6	15	9	21
Bury	32	5	19	8	18

League—Division 2.

*Barnsley	0	Leicester Fosse	0
*Birmingham	1	Clapton Orient	0
*Blackpool	2	Nottingham F.	0
Wolverhampton	2	*Bradford	0
Burnley	3	*Bristol City	0
*Derby County	2	Stockport C.	0
*Fulham	7	Leeds City	2
*Glossop	5	Grimsby Town	2
Chelsea	3	*Huddersfield T.	1
*Hull City	1	Gainsboro	1

	P.	W.	L.	D.	P.
Burnley	32	20	5	7	47
Chelsea	32	19	7	6	44
Derby County	30	17	7	6	40
Hull City	31	15	9	7	37
Wolverhampton W.	30	13	10	7	33
Clapton Orient	30	15	12	3	33
Barnsley	29	11	7	11	33
Grimsby Town	33	13	13	7	33
Notts F.	31	13	12	6	32
Fulham	28	13	11	4	30
Bradford	30	11	11	8	30
Birmingham	31	11	15	5	27
Blackpool	31	10	11	7	27
Leicester Fosse	31	10	11	7	27
Stockport County	30	9	13	8	26
Huddersfield	30	10	11	6	26
Bristol City	31	9	17	5	23
Leeds City	31	9	18	4	22
Glossop	29	5	13	11	21
Gainsboro T.	30	4	15	11	19

Southern League.

*Brentford	1	Brighton and Hove A.	1
*Exeter City	1	Stoke	1
*New Brompton	3	Coventry City	2
*Watford	3	Leyton	2
*Plymouth Argyle	3	Crystal Palace	1
*Southampton	3	Luton	2
*Queen's Park R.	2	Northampton	1
*Millwall Athletic	1	Swindon Town	0
*West Ham United	6	Bristol Rovers	2
*Norwich City	3	Reading	1

	P.	W.	L.	D.	P.
Queen's Park R.	31	19	5	7	45
Plymouth Argyle	31	18	7	6	42
Swindon	29	19	7	3	41
Northampton	29	16	7	6	38
Millwall Athletic	31	13	8	10	36
Coventry	31	16	11	4	36
Brighton and Hove	29	13	9	7	33
Watford	30	12	9	9	33
Crystal Palace	30	12	11	7	31
Reading	29	10	9	10	30
Norwich C.	31	10	11	10	30
Stoke	31	10	13	8	28
W. Ham United	29	11	13	5	27
Bristol R.	30	8	13	9	25
Exeter City	31	8	15	8	24
Brentford	29	8	14	7	23
Luton	31	6	15	10	22
Southampton	30	7	15	8	22
Leyton	30	5	17	8	18
New Brompton	30	5	17	8	18

Scottish League.

*Hamilton Aca's	3	Morton	1
*Dundee	5	Kilmarnock	2
Hibernians	2	*Motherwell	0
*Aberdeen	1	Celtic	1
Rangers	1	*Raith Rovers	0
*Falkirk	2	Clyde	1
*Hearts	0	Queen's Park	0

	P.	W.	L.	D.	P.
Rangers	31	23	5	3	49
Celtic	32	16	6	10	42
Clyde	30	18	9	3	39
Partick Thistle	30	15	8	7	37
Morton	30	12	11	7	31
Hearts	27	11	8	8	30
Dundee	30	11	11	8	30
Hamilton	31	11	12	8	30
Aberdeen	27	12	10	5	29
Falkirk	28	11	11	6	28
Airdrieonians	29	10	11	8	28
Third Lanark	30	11	13	6	28
Hibernians	31	11	16	4	26
Motherwell	29	10	15	4	24
Raith Rovers	31	8	16	7	23
Kilmarnock	30	9	17	4	22
St. Mirren	29	6	14	8	20
Queen's Park	30	5	17	8	18

Second Division.

Cowdenbeath	3	St. Johnstone	0
*Aberdeen	3	St. Bernard	0
*Leith	2	E. Stirlingshire	0

International Match.

Scotland	1	England	1

*Denotes home club.

WOMEN OF EAST AND WEST.

Oriental View of Western Woman.

In the Modern Review Har Dayal set out to prove that there is not much to choose for women between East and West. The fine talk of Europeans and Americans about the superior position of women in the West is, he says, simple falsehood. "As regards woman, man is the same gross, brutal egoist everywhere. Beneath all disguises peers forth the same old figure of the unchivalrous, disdainful, indifferent man-brute, and the stunted, weak, timid, dependent and ignorant slave, woman." The boasted higher position of woman in the West is a myth.

"One Continual Crucifixion."

In the middle and upper classes, says the writer, the life of a woman between the age of fifteen and her death is one continual crucifixion. With the all-important question of marriage, the tragedy of woman's life begins. It is a sadder tragedy in the West than in the East, for in the East the duty of finding a breadwinner falls on the girl's parents. Education, accomplishments, are all intended to fit the woman for the marriage market.

Marriage is secured by a woman in Europe by a hunt or by purchase.

No pen can describe the anguish of these women who cannot find purchasers in the market or who fail to bag some game in this hunt. They are stranded, and no one pities them.

Their lot is one of terrible hardship in these upper classes. They become mere human wrecks, the refuse of the market, which the managers throw into the garbage box.

Is not the condition of the Oriental woman, who finds a husband, a home, and assured maintenance provided for her as soon as she reaches maturity, a hundred times better that of these pitiable scramblers in the matrimonial market, where, to add to their troubles, the supply far exceeds the demand?

The Professional

M. Letourneau pronounces true marriage by purchase to be more common in France than elsewhere. The economic emancipation of woman appears to the writer a confession of failure:—

"This advancing civilization must drag her in the mire of modern commercialism; she must also learn to lie and cheat, to to haggle and calculate, to buy in the cheapest and sell in the dearest market. That is what the boasted emancipation of women in the professions really means. But there are no traces of the immense superiority over the Turkish women that some people ascribe to the educated ladies of the West. They are all alike as yet. They all chatter trifles. They are all credulous and shallow-brained. There is no great difference between the East and the West, or even between Africa and Europe in this respect."

Working women suffer still more:—

"The life of the women of the working-classes is worse than that of helots. Girls of tender age are overworked in factories like beasts of burden. . . No Turkish woman or Soudanese slave leads such a life of unremitting toil and brutish squalor. This is almost the nadir of human degradation, and it is found in the West, which is said to honour woman."

The writer adds that the darkest night is just before the dawn.

For a width of 1,200 feet the Ambrose—Channel,—New—York harbour, now has a depth of 40 feet at mean low water, for over 3.1-2 miles of its length, and it has the same depth for a width of 1,800 to 1,900 feet over its other 3.1-2 miles of length. The rest of the full width of 2,000 feet is from 35 to 40 feet deep.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hupeh, Hunan and Tengyueh.

MAILS VIA SIBERIA.

Left London	Due Shanghai
March 30.	April 16.

MAILS DUE.

American, Mongolia, 7th prox.
Siberian, Polynesian, 22nd inst.
English, Oriental, 24th inst.

MAILS CLOSE.

Fort Bayard and Haiphong—Per Sikiang, 24th April, 8 a.m.
Pakhoi and Haiphong—Per Hongkong, 24th April, 9 a.m.
Shanghai, North China and Japan via Kob—Per Sithonia, 24th April, 9 a.m.
Swatow—Per Haimun, 24th April, 10 a.m.
Swatow—Per Michael Jebsen, 24th April, 10 a.m.
Swatow, Amoy, Foochow and Foochow—Per Kaijo-maru, 24th April, 11 a.m.
Straits, and India via Calcutta—Per Japan, 24th April, noon.
Macao—Per Sui Tai, 24th April, 1.15 p.m.
Chefoo—Per Fri, 24th April, 3 p.m.

Siberian Mail.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per Oriental, 24th April, 4 p.m.

Macao—Per Sui Tai, 25th April, 1.15 p.m.
Shanghai and North China—Per Chinhua, 25th April, 3 p.m.
Haiphong—Per Singan, 26th April, 8 a.m.
Swatow, Amoy, Formosa and Foochow—Per Haiyang, 26th April, 10 a.m.
Batavia, Samarang, Sourabaya, and Macassar—Per Tjiliwong, 26th April, 11 a.m.
Macao—Per Sui Tai, 26th April, 1.15 p.m.
Weihaiwei and Tientsin—Per Haichow, 26th April, 3 p.m.
Tientsin and Chefoo—Per Kiukiang, 26th April, 3 p.m.
Shanghai, North China and Japan via Yokohama—Per P. M. Ferdinand, 26th April, 5 p.m.
Timor, Australia, Tasmania and New Zealand—Per St. Albans, 27th April 10 a.m.
Straits and India via Calcutta—Per Namsang, 27th April, 10 a.m.
Timor, Australia Tasmania and New Zealand—Per St. Albans, 27th April, 10 a.m.

English Mail.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 26th April, at 5 p.m.—Per Assaye, 27th April, 11 a.m.

Philippine Islands—Per Longsang, 27th April, 1 p.m.
Weihaiwei and Tientsin—Per Cheongshing, 27th April, 5 p.m.
Shanghai and North China—Per Kwongsang, 27th April, 5 p.m.

Siberian Mail.

Shanghai and North China (Europe via Siberia)—Per Anhui, 27th April, 6 p.m.

Swatow—Per Haimun, 28th April, 9 a.m.

German Mail.

Philippine Islands, Straits Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe, via Naples. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Late Letters 11 a.m. to 11.30 a.m. Extra postage 10 cents.)—Per Kleist, 30th April, 11 a.m.

Shanghai,—Northern China and Japan via Moji, Canada and Tacoma—Per Panama-maru 30th April, noon.
Manila, Iloilo and Cebu—Per Rubi, 30th April, 3 p.m.
Philippine Islands—Per Rubi, 30th April, 3 p.m.
Philippine Islands—Per Taming, 30th April, 3 p.m.

SHIPPING NEWS.

The I. G. M. s.s. Prinz Ludwig which left here on Thursday, at 8 a.m. arrived at Shanghai on Sunday, the 21st inst., at 3 p.m.

The I. G. M. s.s. Luetzow which left here on Wednesday, at noon arrived at Singapore on Sunday, the 21st inst., at 2 p.m.

The I. G. M. s.s. Boelow carrying the German Mail with dates from Berlin of the 3rd inst., left Colombo on Sunday, the 21st inst., a.m. and may be expected here on or about Thursday, the 2nd prox.

The I.-C. S. N. Co.'s s.s. Mausang from Moji, is due at Hongkong on the 21st inst., and leaves for Straits and Calcutta about 27th inst.

The I.-C. S. N. Co.'s s.s. Cheongshing from Chefoo, is due at Hongkong on the 21st inst., and leaves for Tientsin on the 25th inst.

The I.-C. S. N. Co.'s s.s. Hopsang from Calcutta, is due at Hongkong on the 1st prox. and leaves for Calcutta via the Straits about the 8th prox.

The I.-C. S. N. Co.'s s.s. Kumsang from Calcutta, is due at Hongkong on the 27th inst., and leaves for Japan on the 1st prox.

The B. I. S. N. Co.'s s.s. Muttra is due here on the 28th from Japan and leaves on the 29th for Rangoon via the Straits.

ARRIVED.

Kwongsang, Br. s.s., 1,428, Bichard, 22nd April—Shanghai and Swatow 21st April, Gen.—J., M. & Co.

Michael Jebsen, Ger. s.s., 951, J. Petersen, 22nd April.—Haiphong 20th April, Gen.—J. & Co.

Atsuta Maru, Jap. s.s., 8,500 J. Nagao, 22nd April—Shanghai 19th April, Gen.—N. Y. K.

Montrose, Br. s.s., 2,883, D. Reid, 22nd April—Shanghai 19th April, Gen.—D. & Co.

Quinta, Ger. s.s., 900, F. Schleinger, 22nd April.—Bangkok and Swatow 21st April, Rice.—S. & Co.

Johanne, Ger. s.s., 952, H. Ipland, 23rd April—Rangoon 11th April, Gen.—J. & Co.

Loong Sang, Br. s.s., 1,053, Leask, 23rd April—Manila 20th April, Gen.—J., M. & Co.

Sithonia, Ger. s.s., 3,556, Ratzke, 23rd April—Singapore 14th April Gen.—H. A. L.

Capt. A. F. Lucas, Am. s.s., 3,900, G. Bunting, 23rd April—San Francisco 23rd Mar., Oil.—S. O. Co.

Kwangtah, Chi. s.s., 1,536, Stewart, 23rd April—Canton 22nd April, Gen.—C. M. S. N. Co.

Haimun, Br. s.s., 641, A. H. Stewart, 23rd April—Swatow 22nd April, Gen.—D. L. & Co.

Fri, Nor. s.s., 860, Wagle, 23rd April—Canton 22nd April, Ballast.—T. & Co.

Rajaburi, Br. s.s., 1,189, C. Wolff, 23rd April—Bangkok and Swatow 22nd April, Rice.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

American, for Kwangchowwan.
Cheongshing, for Canton.
Haitan, for Foochow.
Yatsling, for Hongay.
Kailong, for Iloilo.
Hiroshima-maru, for Kobe.
Montrose, for New York.
Triumph, for Hoihow.
Landrat Scheiff, for Bangkok.
Chiso Lenn I. for Canton.
Kaijo-maru, for Swatow.
Sikiang, for Kwongchowwan.

DEPARTED.

April 23.

China, for San Francisco.
Polynesien, for Marseilles.
Helene, for Hoihow.
Awa-maru, for Victoria.
Haitan, for Foochow.
Daimi-hi-maru, for Karatsu.
Fukui-maru, for Wakamatsu.
Kwongsang, for Canton.
Cheongshing, for Canton.
Chinhua, for Canton.
Kiukiang, for Canton.
Rokkosan-maru, for Canton.
Kailong, for Manila.
Kutsang, for Kobe.
Landrat Schieff, for Siam.
Borneo, for Yokohama.
Hongbee, for Singapore.
Carl Diedrichsen, for Haiphong.
On Sang, for Chenwantao.
Feiching, for Shanghai.
Dorothea Rickmers, for Yokohama.
Clara Jebsen, for Singapore.

	April 22th at 10 a.m.	4 p.m.
Barometer	29.95	29.96
Temperature	72	82
Humidity	94	67
Rain	—	—

VESSELS IN PORT

Steamers.

Baron Ionerdale, Br. s.s., 2,140, McAlistor, 19th April—Sampa W.S.A. and Kobe 25th Jan., Phosphate.—D. S. Co.

Cambric, Br. s.s., Skelton, 14th April—New Port 15th Feb., Coal—B. & Co.

Ceylon Maru, Jap. s.s., 3,142, M. Tozawa, 21st April—Singapore 15th April, Gen.—N. Y. K.

Hongkong, Br. s.s., 789, Cornelissen, 21st April—Haiphong 20th April, Gen.—A. R. Marty.

Japan, Br. s.s., 6,018, A. Stewart, 19th April—Kobe and Moji 14th April, Gen.—D. S. & Co.

Kaiji Maru, Jap. s.s., 1,292, Y. Yamamoto, 20th April—Swatow 19th April, Gen.—Order.

Locksun, Ger. s.s., 1,657, W. Taubert, 20th April—Bangkok and Saigon 16th April, Rice.—B. & S.

Manchuria, Am. s.s., 3,750, A. Dixon, 20th April—San Francisco 21st Mar., Mail and Gen.—P. M. S. S. Co.

Marie, Ger. s.s., 1,169, Schlaikin, 20th April—Saigon 16th April, Gen.—J. & Co.

Minnesota, Am. s.s., 15,323, T. W. Garlick, 21st April—Seattle 16th Mar., and Manila 18th April, Gen.—N. Y. K.

Namsang, Br. s.s., 2,591, P. M. B Lake 21st April—Moji 16th April, Gen.—J., M. & Co.

Panama Maru, Jap. s.s., 3,757, Kanno, 22nd April—Shanghai 19th April, Gen.—O. S. K.

Pongtong, Br. s.s., 998, W. Botefuhr, 20th April—Bangkok 16th April, Rice.—B. & S.

Si Kiang, Fr. s.s., 615, E. de Catalano, 21st April—Haiphong and Kwongchowwan 20th April, Gen.—M. M.

Telemachus, Br. s.s., 1,340, Fraser, 19th April—Saigon 14th April, Gen.—Wo Fat Sing.

Tjiliwong, Dutch s.s., 3,061, A. Oldenburger, 20th April.—Japan 11th April, Gen.—J. C. J. L.

Too Sui, Br. s.s., 981, P. N. Marousen, 19th April—Bangkok 10th April, Rice.—A. Bune.

Ujina Maru, Jap. s.s., 3,248, Komatsu, 20th April—Miike 14th April, Coal—M. B. K.

Volute, Br. s.s., 2,995, Wilton, 14th April—Tsingtau 7th April Bulk oil.—A. P. & Co.

SHIPS PASSED THE CANAL.

19th March—Glenstrae, Erzherzog Franz Ferdinand, Moyune, Peshawur, Miyasaki Maru, Yang Tsze. 22nd March—Calchas, Pathan.—26th March—Benledi, Borneo, Sithonia, Peking, Prism, Kawachi Maru, Scandia. 29th March—Bellerophon, Diomed, Lothian, Prinz Eitel Friedrich, Prinz Ludwig, Satsuma, Yarra. 2nd April—Inverclyde, Kitano Maru, Nile, Patroclus, Stentor, Teucer, Rheims. 9th April—Aki Maru, Ambria, Bayern, Glenesk, Hyson, Indramayo, Perseus, Senoca, Spezia, Syria, India. 12th April—Benvorlich, Bulow, Ernest Simons, Karonga, Meinam, Yorck, Afrion. 16th April—Iyo Maru, Annam, Atreus, Prometheus, Badenia, Kina, Benlarig, Denbighshire, Memnon, Nore, Pera, Tourane.

Arrival at Home—19th March—Ajax, Segovia. 22nd March—Tango Maru, Wilhelmina. 26th March—Atholl, Laertes, Sambia, Lovat. 29th March—Beneleuch, Derfflinger, Ernest Simons, Idomeneus, Saxonia, Silesia, Theseus. 4th April—Socotra. 9th April—Aragonia, Dumbea, Persia, Kamo Maru, P. E. Friedrich. 12th April—Patroclus, Siam, Teucer, Rheims. 16th April—Ambria, Aki Maru, Yorck.

WATER RETURN.

Level and Storage of water in Reservoirs on April 1, 1912.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1911.	1912.
Tytam	41ft. 5¼in. below overflow	25ft. 3in. below overflow
Tytam Byewash	25ft. 6¼in. below overflow	25ft. 6¼in. below overflow
Tytam Intermediate	23ft. 9in. below overflow	23ft. 8in. below overflow
Pokfulum	32ft. 8¼in. below overflow	24ft. 9in. below overflow
Wong-nai-chung	35ft. 9in. below overflow	25ft. 5¼in. below overflow

STORAGE GALLONS.

	1911	1912
Tytam	120,885,000	156,480,000
Tytam Byewash	541,000	541,000
Tytam Intermediate	128,150,000	136,120,000
Pokfulum	5,180,000	15,450,000
Wong-nai-chung	1,876,000	6,622,000
Total	256,632,000	315,613,000

Consumption of water in the City and Hill District during the month of March 1912.

	1911	1912
Consumption	153,777,000	193,767,000 gallons.
Estimated population	821,710	849,619 "
Consumption per head per day	17.3	15.6 "

Intermittent supply by Rider Mains in Rider Main Districts during the month of March in both years 1911 and 1912.

KOWLOON WATER WORKS LEVEL.

	1911	1912
Kowloon Gravitation Reservoir	14' 4" Below overflow	9" Below overflow.

STORAGE GALLONS.

	1911	1912
Kowloon Gravitation Reservoir	219,960,000	258,480,000

Consumption of water in Kowloon during the month of March, 1912.

	1911	1912
Consumption	93,600,000	89,400,000 gallons
Estimated population	96,100	50,610
Consumption per head per day	7.9	1.4 gallons

The Government Analyst reports show that the water is of excellent quality.
Public Works Department,
W. CHATHAM,
Water Authority.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARK
SHANGHAI	Oriental, Capt. G. W. Cockman, R.N.R.	At 5 P.M., 24th April,	Freight and Passage
LONDON, VIA USUAL PORTS OF CALL	Assaye, Capt. G. W. Cockman, R.N.R.	Noon, 27th April.	
LONDON & ANTWERP v. S'PORE, PENANG, C'MBO, PORT SAID AND MARSEILLES	Namur, Capt. C. E. Andrews, R.N.R.	About 1st May.	Freight and Passage

For further particulars, apply to

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 19th April, 1912.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers.		To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Kleist, Capt. L. Maass	17,000	TUESDAY, 30th April, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	Bulow, Capt. H. Formes	16,000	About THURSDAY, 2nd May.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Prinz Waldemar, Capt. H. Bremer	6,700	SATURDAY, 20th April, at 9 A.M.
KOBE & YOKOHAMA	Coblenz, Capt. L. Klugkist	6,750	About FRIDAY, 3rd May.
KUDAT & SANDAKAN	Borneo, Capt. F. Sembill	6,750	Middle of May.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 18th April, 1912. [7

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haitan	J. S. Roach	TUESDAY, 23rd April, at 11 A.M.
Haiyang	J. W. Evans	FRIDAY, 26th April, at 11 A.M.
Haiching	W. C. Passmore	TUESDAY, 30th April, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun | A. H. Stewart | SUNDAY, 28th April, at 10 A.M.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

20]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans	5th April	27th April

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [27

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